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Transportation Improvement Program 1995-1997 ***(Revised)***

Endorsed by the Metropolitan Planning Organization with a Determination of Air Quality Conformity for the Boston MPO Region

March 27, 1995

Central Transportation Planning Staff

Directed by the Boston Metropolitan Planning Organization, which comprises:

Executive Office of Transportation and Construction, Commonwealth of Massachusetts
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Metropolitan Area Planning Council

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CERTIFICATION OF THE BOSTON MPO TRANSPORTATION PLANNING PROCESS

In accordance with the FHWA/FTA Statewide Planning; Metropolitan Planning Final Rule, (Subpart C) of December 29, 1993, the Metropolitan Planning Organization for the Boston Region has completed its review and hereby certifies that the conduct of the Metropolitan Transportation Planning Process complies with the requirements of CFR 450.334 (a); and that said process includes activities to support the development and implementation of the FY 1995 Unified Planning Work Program, the FY 1995-1997 Transportation Improvement Program and the FY 1994 Transportation Plan.

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1 EXECUTIVE SUMMARY

1.1 THE TOTAL PROGRAM

The Transportation Improvement Program (TIP) is a staged, three-year program of capital improvements to the Boston metropolitan area's transportation system. The TIP is a set of specific capital projects that implements the area's transportation policy, as established by the 1993 Transportation Plan for the Boston Region.

The TIP is produced pursuant to the requirements of 23 Code of Federal Regulations (CFR) Part 450, issued jointly by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In response to these rules, the TIP has been reformatted and simplified.

The Fiscal Year 1995-1997 TIP contains 466 projects, or project phases, with a total cost of $3,544,647,816 of which $1,132,233,680 are state funds and $2,412,414,136 are federal funds. A more detailed review of this information, broken down by fiscal year by funding category, is provided on pages 4-1 (FY 1995), 5-1 (FY 1996) and 6-1 (FY 1997).

1.2 TIP DEVELOPMENT

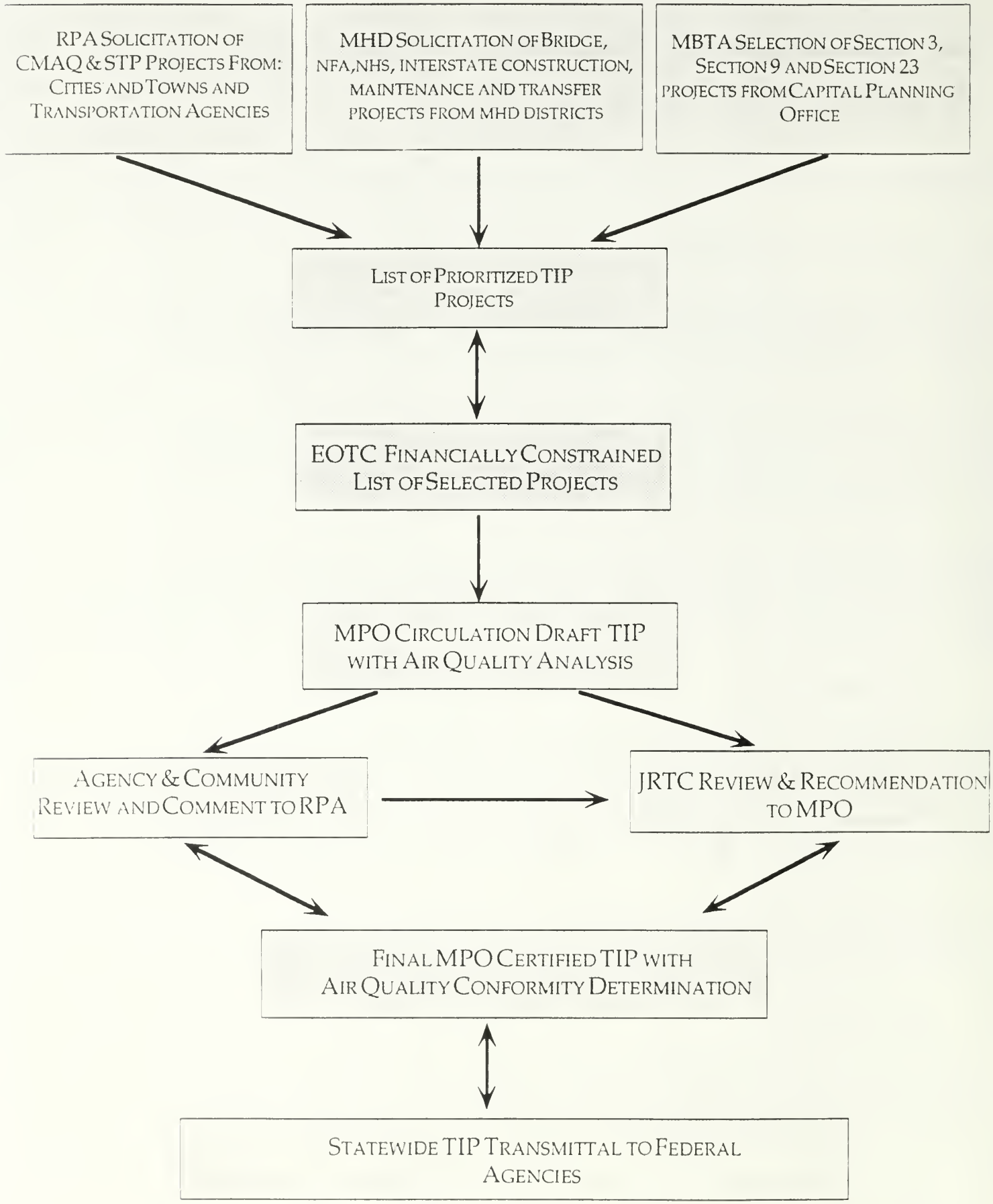
The development of the transportation improvement program involves MPO member agencies, the 101 cities and towns that comprise the Boston metropolitan area, federal agencies, the Joint Regional Transportation Committee, and the general public. The process considers MPO transportation policy, federal regulations, state and local needs, state and national environmental policy, local land use policies, and other related issues.

The chart on page 1-2 provides a graphic depiction of this process, beginning with the solicitation of projects from cities and towns, through the development of the draft TIP, to the transmittal of the certified TIP to federal agencies.

1.2.1 Funding the TIP

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides the general parameters for, and imposes specific requirements on, the development of Transportation Improvement Programs.

TIP Development & Endorsement Process *



Please see Appendix B for a glossary defining acronyms used in this chart

ISTEA establishes a federal authorization level for each fiscal year from 1992 to 1997. This authorization level is annually apportioned among the states based upon formulae associated with the federal funding categories. The estimated state apportionment is the basis for the development of the TIPs for the metropolitan areas within the state. This apportionment is divided among the various MPOs in several ways, depending upon the federal funding category involved. [For a more detailed review of the impact of this process on the Boston region, refer to Chapter 3.]

One of the major changes between this TIP and previous TIPs is the federal requirement that the Fiscal Year 1995-1997 TIP be financially constrained to revenue that is reasonably expected to be available. Previously, MPO's were permitted to program projects in an amount equal to 110% of authorized federal-aid in each of the first two years of a TIP and an amount equal to 120% of authorized federal-aid in the third year. Under the current federal rules, this option no longer exists; thus, each year of this TIP is financially constrained to the Boston region's share of Massachusetts' estimated federal apportionments.

In addition to federal funding, this TIP contains projects funded with Non-Federal Aid (NFA), a funding program financed with 100% state funding. Previously, NFA projects were not included in the body of the TIP, but rather were published as a separate Appendix for informational purposes only. During the development of this TIP, however, it became necessary for the state to allocate the vast majority of the state's National Highway System (NHS) funds, and substantial amounts of federal Bridge and Surface Transportation Program funds to the Central Artery/Third Harbor Tunnel project. The result of this allocation is that road and bridge projects that would normally be funded with NHS, Bridge and STP funds must be funded from a different funding source. Therefore, in this TIP, many of these projects are projected to be funded with Non-Federal Aid. The inclusion of the NFA program in the body of the TIP is a reflection of the state's recognition of the importance of projects funded under this program.

Another significant change from previous TIPs is the use of Phased Obligation. Phased Obligation constitutes a multi-year commitment to a particular project. In essence, it is a present commitment of future revenues, which allows a project, or portions thereof, to be advertised prior to the availability of full funding for the costs of the entire project.

1.2.2 Project Development

Inclusion of a project phase in the Fiscal Year 1995-1997 TIP means the phase is expected to be implemented during the three-year time frame of the TIP. Thus, barring unforeseen circumstances, a project that is programmed in the Current Fiscal Year Element will be advertised during federal fiscal year 1995. Typically, inclusion of a project in the TIP occurs only after years of pre-implementation work by the MPO, the affected agency, and/or the municipal sponsor.

The decision to include a particular project in the TIP is based upon several distinct factors. The project must be consistent with the 1993 Transportation Plan for the Boston Region; must demonstrate a sufficient level of local support; must be sponsored by an authorized recipient of federal funds; must be assigned to an implementing agency; and, of course, must be ready for implementation during the time period of the TIP. In addition, the project must be able to be financed within available funding.

Typically, in any given fiscal year, transportation needs exceed available state and federal revenues. Thus, the MPO and the state must establish project priorities within appropriate funding categories.

ISTEA includes five core highway funding categories: the Interstate Maintenance Program, the National Highway System Program, the Bridge Replacement and Rehabilitation Program, the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement Program. In addition, ISTEA also provides Interstate Construction funds, to complete the construction of the Interstate Highway System.

ISTEA also allocates funding and establishes criteria for federal transit programs. Federal transit funding generally consists of Section 3 funds, Section 9 funds, Section 16(b)(2) funds, and Section 18 funds. However, pursuant to ISTEA, certain federal highway funds may be "flexed" for use on transit projects. ISTEA authorizes states and MPOs to transfer a certain portion of highway funds to transit use. Both CMAQ and STP funds are 100% flexible, in that an MPO may opt to allocate all, or any portion, of these funds to transit projects. A state may also elect to transfer up to 20% of its Interstate Maintenance funds, 50% of its NHS funds, and 40% of its Bridge funds to the Surface Transportation Program. Once transferred, any such funds are as flexible as other STP funds. This TIP provides for the flexible use of STP and CMAQ funds by MBTA.

In addition, ISTEA contains allocations for several special projects, typically referred to as demonstration projects. These funds are only available for the specified projects and may not be transferred for any other use.

For a more detailed description of the allocation of federal funding categories within the Boston region, refer to the discussion of individual funding categories beginning on page 3-5.

1.2.3 March 27, 1995 Major Amendment

After the FY 1995-1997 TIP was adopted on August 24, 1994, the Federal Highway Administration and the Federal Transit Administration (in a letter dated November 10th, 1994) outlined to EOTC a series of steps that would be necessary to allow the FY 1995-1997 State Transportation Improvement Program and related

TIP's to be approved. A key milestone was the development of financially constrained TIP's by March 31st, 1995. **The November 10th, 1994 letter from the federal agencies emphasized the need to reduce overprogramming in FY 1996.**

Consequently, the SSC initiated a major TIP amendment in order to demonstrate to federal transportation agencies that the TIP is financially constrained. In particular, the FY 1996 Element was substantially revised, based on extensive research and community contact by MAPC. On February 19, 1995, the SSC started the 35-day public review process. On March 8, 1995, the JRTC met to formulate its recommendation, and on March 22, 1995 the SSC recommended that the MPO endorse a revised and financially constrained TIP. On March 27, 1995, the MPO for the Boston region, acting in a public meeting, approved a major TIP amendment affecting the FY 96 Element as well as other portions of the document. **The FY 96 Element as included in this document is financially constrained.** Additional TIP changes/additions approved by the MPO and reflected in this document are:

- **Chapter 10**—Updated Air Quality Conformity Analysis
- **Appendix A**—Updated Air Quality Conformity Background Information
- **Appendix G**—MBTA Capital Program

Other chapters were revised as necessary to reflect updated information and all TIP adjustments and amendments to date.

1.3 COMPLIANCE WITH FEDERAL REGULATIONS

49 CFR Part 450 establishes requirements for the development and content of transportation improvement programs. Many of these requirements are carryovers from previous transportation authorization acts, while others are the direct result of ISTEA. Among those issues that were imposed or expanded by ISTEA are the requirement that: each year of the TIP be constrained to available revenue; the TIP be developed pursuant to a proactive public participation process; the TIP conform to the Clean Air Act Amendments of 1990; and, the TIP be developed in accordance with the requirements of the Americans with Disabilities Act.

1.3.1 Financial Constraints

23 CFR Section 450.324 requires the TIP to be ". . . financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained)."

The overall TIP, and each fiscal year contained herein, is financially constrained to available federal resources and projections of state resources reasonably expected to be available during the appropriate time-frame. Projections of federal resources are

based upon estimated apportionments of the federal authorizations contained in ISTEA, as allocated to the region by the state or as allocated among the various MPOs according to federal formulae or MPO agreement. Projections of state resources are based upon the allocations contained in the recently adopted Transportation Bond Bill and funds expected to be received from the enactment of legislation creating the Metropolitan Highway System (up to $200 million for the Central Artery in 1996 and in 1997). Currently existing or accruing state and local revenues are estimated to be sufficient to operate and maintain the current transportation system. Therefore, the 1995-1997 TIP substantially complies with federal requirements relating to financial constraints.

1.3.2 Public Participation in Transportation Planning

23 CFR Section 450.324 requires that the development of the TIP provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes specific requirements for MPO public participation programs. The Boston MPO's public participation program was formally adopted in July, 1994. The development and adoption of this program conformed to the requirements of section 450.316(b). The process guarantees public access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public's right to review the document and comment thereon, and provides a 35-day public review and comment period prior to the adoption of the TIP by the MPO.

The Fiscal Year 1995-1997 TIP is subject to this process. Upon the release of the Original Draft TIP, a public notice was advertised in the Boston Globe informing the public of its right to comment on the document. Final action on the TIP was taken 35 days after the publication of this notice, in order to provide ample opportunity for public comment and MPO review thereof. The same procedures were followed for the adoption of a Major TIP Amendment, which was necessary to reduce the allocations contained in the FY 96 Element in the Adopted TIP. The MPO public participation program complies with the federal requirements for public participation in the TIP development process.

1.3.3 Status of Major Projects from the FY 1993-FY 1995 TIP

23 CFR Section 450.324 (n) (2) requires the MPO to provide a status report on the major projects contained in the previous TIP. The major projects contained in the 1993-1995 Boston MPO TIP are all proceeding through implementation. The progress of these projects can be divided among the following categories:

Under construction and contained in the 1995 - 1997 TIP:

- Central Artery/Third Harbor Tunnel: portions of the project are under construction.

- South Boston Piers Transitway: the project received a favorable Record of Decision on May 26, 1994 from FTA.
- Old Colony Restoration: main line construction began in November, 1993.
- Salem Beverly Bridge and Bypass road: the project is under construction.

Under construction or contract awarded and not included in the 1995 - 1997 TIP:

- Blue Line Program (station platform lengthening): Construction is underway at Beachmont, Suffolk Downs, Wonderland and Revere Beach Stations. Funding is from State sources.
- Route 2 bridge in Cambridge (over the MBTA commuter rail line): This project is under construction by MHD.
- Purchase/Lease of Buses: The contract for 200 new MBTA buses was awarded to TMC and initial delivery is expected in Fall, 1994.

Projects from the 1993 -1995 TIP not included in the 1995 - 1997 TIP:

- Purchase/Lease of Green Line Vehicles (the procurement process for the Green Line vehicles has begun. This project is funded from State sources.)
- Worcester Transportation Center (5.1.2.1 of 93 TIP): This project is outside of the Boston MPO region. The Worcester commuter rail extension is being funded from 100% state funding.

As shown by this overview, all of the major projects contained in the previous adopted TIP for the Boston MPO region are proceeding to implementation. Those projects that have not been carried forward for inclusion in this TIP are either under construction or contract, or a decision has been made to fund them with 100% state resources.

1.3.4 Air Quality Conformity

40 CFR Part 51, EPA's Air Quality Conformity Regulations, and 23 CFR Section 450.334 require the TIP to demonstrate conformity with the Clean Air Act Amendments of 1990.

An air quality conformity determination has been performed, demonstrating a reduction in estimated air pollutants resulting from the implementation of projects contained in the TIP. A detailed explanation of the air quality conformity determination appears in Chapter 10.

1.3.5 Requirements of the Americans with Disabilities Act

Title 23 CFR Section 450.334 requires that the TIP be developed in accordance with the requirements of the Americans with Disabilities Act (ADA). In areas with ADA

and Paratransit Key Station Plans, 23 CFR section 450.324(g) requires the TIP to identify those projects that will implement such plans.

The Boston region has adopted a Key Station Plan. Projects in this TIP, which implement portions of the plan are specifically identified as required by federal rules.

1.4 THE TIP AT A GLANCE

As mentioned earlier, the Fiscal Year 1995-1997 TIP contains 567 project phases, with a total cost of $3,544,647,816, of which $1,132,233,680 are state funds and $2,412,414,136 are federal funds. The following table provides a graphic representation of these projects by funding category:

ALLOCATION OF FUNDS BY CATEGORY, FY 1995-1997

Program	Total Funds
Bridge Programs (On-System & Off-System)	$ 175,283,813
Congestion Mitigation/Air Quality Improvement	$ 83,680,614
Interstate Construction	$1,288,912,698
Interstate Maintenance	$ 55,616,000
Metropolitan Highway System	$ 400,000,000
National Highway System	$ 2[illegible]572,845
Non-Federal Aid	$ 257,801,724
Surface Transportation Program	$ 344,417,366
Transit Programs	$ 703,362,756
Total	$3,544,647,816

2 INTRODUCTION

The Transportation Improvement Program (TIP) is a staged, three-year program of capital improvements to the Boston metropolitan area's transit and highway systems. The TIP is a set of specific capital projects that implements the metropolitan area's transportation policy, as established by the 1993 Transportation Plan for the Boston Region.

Capital improvement projects in the TIP are projected to be candidates for implementation at some time during the next three federal fiscal years. For example, projects in the Current Fiscal Year Element of this TIP are expected to be ready for implementation during the 1995 federal fiscal year, which extends from October 1, 1994 through September 30, 1995.

The Fiscal Year 1995-1997 TIP primarily reflects the funding categories and other provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). However, this TIP also includes projects funded with Non-Federal Aid (NFA), a funding program financed with 100% state funds.

2.1 PRODUCTION AND CONTENT

The TIP is developed and updated under the direction of the Boston Metropolitan Planning Organization (MPO). The following six agencies constitute the MPO:

- Executive Office of Transportation and Construction (EOTC)
- Massachusetts Highway Department (MHD)
- Massachusetts Bay Transportation Authority (MBTA)
- Metropolitan Area Planning Council (MAPC)
- MBTA Advisory Board (the Advisory Board)
- Massachusetts Port Authority (Mass Port)

The MPO produces the TIP in compliance with the requirements of 23 CFR Part 450. These federal rules, which establish requirements for the production and content of the TIP, were issued jointly by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In response to these rules, the TIP has been reformatted and simplified. Rather than including an individual Highway Element, Transit Element, and Intermodal Element for each fiscal year, this TIP is presented by fiscal year by funding category. In addition, project descriptions have been changed to more clearly reference total project costs, to delete unnecessary information, and to specify the federal funding recipient and the implementing

agency. One final change from the 1993 -1995 TIP is the deletion of project-level air quality analysis from this TIP; however, project-level information on CMAQ projects is avaialable from CTPS upon request.

The TIP includes projects that the MPO has programmed for federal-aid funding Fiscal Years 1995, 1996 and 1997, and projects that are expected to be implemented during this time-frame using Non-Federal Aid. Projects that are expected to require federal-aid funds in the future, but not during the three-year period of this TIP are, thus, not part of the Fiscal Year 1995-1997 Transportation Improvement Program.

2.2 PUTTING THE TIP INTO CONTEXT

2.2.1 One Part of a Process

The TIP and its production are part of a larger process that transforms the documentation of needs and opportunities into actual transportation improvements. The MPO and its individual agencies continuously investigate problems and opportunities and analyze potential improvements and their benefits and costs.

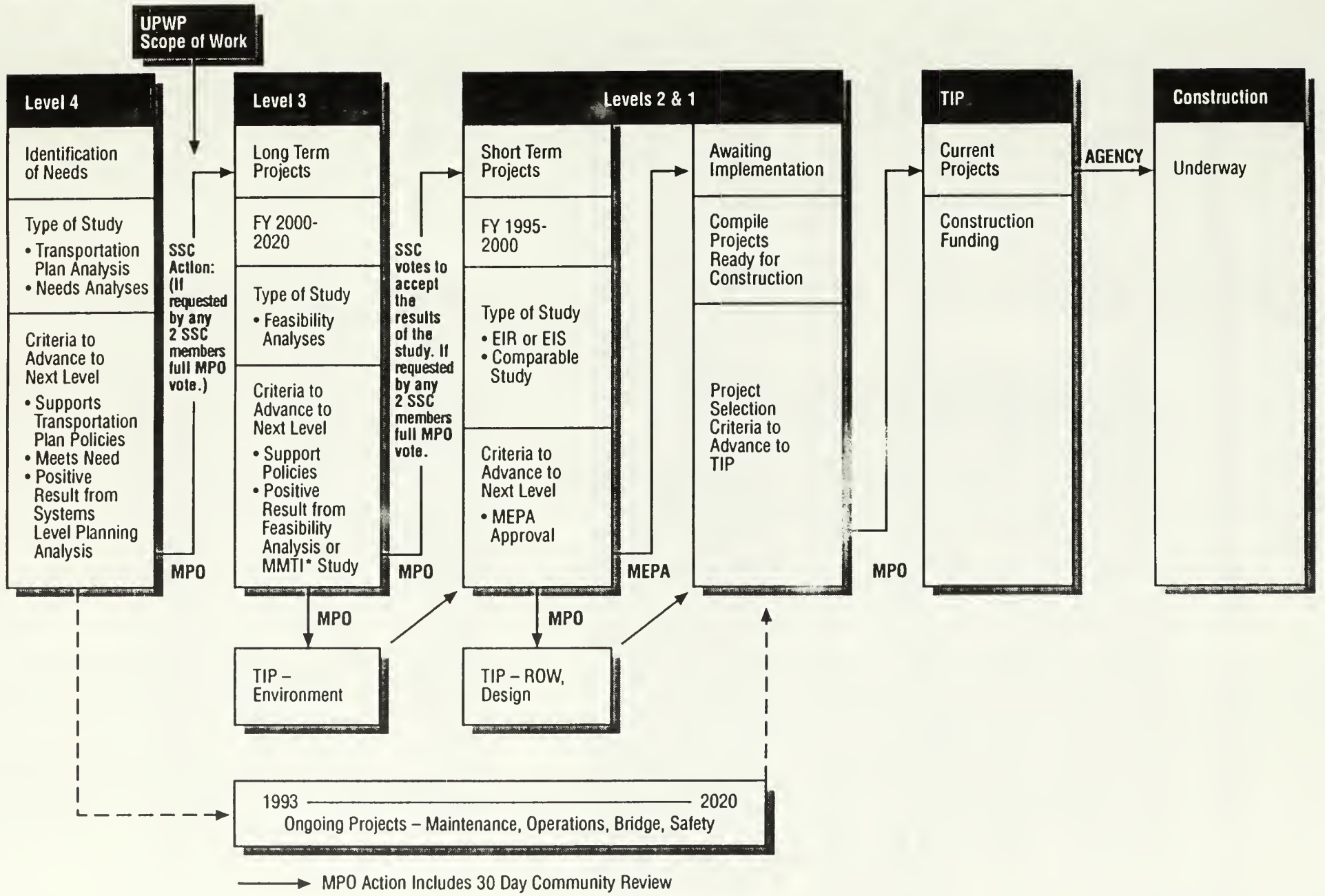
The TIP presents the results of MPO decisions and actions in a single document. Its production helps to ensure that the MPO and the individual agencies coordinate the Boston metropolitan area's highway and transit programs. In addition, the TIP allows other public officials and private citizens to review and comment on transportation capital improvement projects and the MPO's programming decisions.

2.2.2 The Process of Transportation Improvement

The process of improving a transportation facility begins with the MPO's conduct of the federally defined "comprehensive, cooperative and continuing" (3C) transportation planning process. It ends when a new facility or service goes into operation. The figure on page 2-3 shows the major phases of this process.

The Metropolitan Planning Organization initially deals with proposed transportation improvements at the conceptual level. The six agencies that form the MPO work together in the 3C process to set policies, analyze problems, and evaluate proposed improvements. Separate federal funding programs support this work, and a particular improvement need not be in the TIP to be considered at this level.

In the case of a major facility or service, proposed improvements originate directly from the Transportation Plan. Other proposals may originate from one of the MPO's member agencies, particularly to address safety and maintenance of existing facilities, or local municipal concerns. The work done at the conceptual level may



*MMTI = Major Metropolitan Transportation Investment

Source: The Transportation Plan for the Boston Region (November 15, 1993)

lead to a decision that a proposed transportation improvement should advance toward implementation.

Achieving this milestone has two major consequences. First, an authorized recipient of federal funds, typically an MPO member agency, will assume the functional responsibility for developing, designing, and implementing the project. Second, the project may enter the TIP. The responsible agency is usually either MBTA or MHD. However, EOTC or Mass Port may also assume this responsibility; and, although not a member of the MPO, the Cape Ann T[illegible]sportation Authority is an authorized recipient of federal-aid transit funds progra[illegible]ed in the TIP.

An individual agency, such as MBTA or MHD, is charged with addressing transportation improvements at the project level, transforming the proposed improvement from a concept into an accomplished project. The agency addresses detailed environmental and facility location issues, assumes responsibility for producing the actual design, acquires land needed for transportation rights-of-way or facilities, and constructs the facilities and/or purchases the equipment.

The majority of the federal-aid funding programmed in the TIP supports the construction of capital facilities or the purchase of capital equipment, while state or municipal funds most often support the project phases of development and design. This dichotomy preserves federal-aid funds for construction and acquisition, which are usually the most costly parts of any project. However, the TIP may also assign federal-aid funding to other project-level needs. For example, on major projects federal-aid funding often supports the development and [illegible]esign phases and the acquisition of rights-of-way.

2.2.3 Summary

The TIP is a product of the Boston metropolitan area's entire tra[illegible]sportation improvement process. A project enters the TIP when it has [illegible]assed thr[illegible]a the long range and pre-project phases. Activities at this level are part of the on-going MPO transportation planning process and are not funded through the TIP.

A project's movement through the TIP parallels its progress through the development, design and implementation phases. Activities at this level are the responsibility of the implementing agency. Any project activity that is expected to require federal-funds during the current fiscal year will be programmed in the Current Fiscal Year Element.

The TIP is, therefore, a capital funding program that expresses the MPO's near-term priorities for apportioning limited federal-aid funds to actual projects that are either advancing toward, or becoming ready for, implementation.

2.3 FUNDING ISSUES

It is unlikely that every project in the TIP will be funded over the current 3-year period. Presence in one of the two future fiscal year elements does not guarantee that the project will successfully complete development and design. Presence in the Current Fiscal Year Element does not guarantee that the project will receive federal-aid funds for its implementation during the current fiscal year.

Most projects contained in the two future fiscal year elements are currently proceeding through the development and design phases. Some may eventually be delayed or even eliminated by unforeseen technical problems. Unresolved conflicts, or changing priorities or policies can also delay their progress. Projects in the Current Fiscal Year Element may also be delayed by similar issues, although this is much less likely.

In addition, the responsible MPO member agency must take further steps before a project in the Current Fiscal Year Element actually secures federal-aid funding. MBTA and MHD develop their own, federally required, programs of capital improvement projects based on the TIP. These agencies submit their capital programs to FTA or FHWA, as appropriate. After the federal agency approves the capital program, the agency may request federal-aid funding for a particular project in the program. However, FHWA and FTA are not obligated to approve every project in the Current Fiscal Year Element; they may, at their discretion, refuse funding for any project. Thus, a project's presence in the Current Fiscal Year Element is a necessary, although not a sufficient, condition for receiving federal-aid funding during the current fiscal year.

2.4 AIR QUALITY DETERMINATION

The Clean Air Act Amendments of 1990 have a major impact on transportation planning and project development in metropolitan areas which do not meet the National Ambient Air Quality Standards for ozone and carbon monoxide. Specifically, the amendments call for substantial air pollution emissions reductions, of which a large portion will need to come from the transportation sector. In Massachusetts, this sector produces nearly sixty percent of the ozone-producing pollutants and an even larger percentage of the carbon monoxide emissions.

The Boston region has been classified as a "serious" non-attainment area for ozone, as has the entire state of Massachusetts. There are also ten cities or towns in the region that are classified as "moderate" nonattainment areas for carbon monoxide: Boston, Cambridge, Chelsea, Medford, Quincy, Revere, Somerville, Malden, Everett and Waltham.

An analysis has been performed to determine the air quality benefits of the transportation projects listed in the TIP. This air quality analysis quantifies future emissions for Volatile Organic Compounds and Carbon Monoxide and VOx.

2.5 LEVEL OF PRECISION

The project descriptions in the TIP are only intended to identify the project and to describe its general character. The presence or absence of any specific element, policy issue or design detail in the TIP's description is usually not significant. The implementing state agency and the corresponding federal funding agency jointly agree upon the scope and details of a project as it proceeds through development and design.

The project costs in the TIP are estimates and should not be considered final; actual project costs often exceed the estimate given in the TIP. The true dimensions of a transportation problem and its solution may be larger and, therefore, more costly than originally estimated. Additionally, the use of federal-aid funds requires conformance with certain environmental, design, and procurement standards, which can result in a more costly project than originally conceived. Finally, the marketplace itself has an effect; the cost of transportation equipment and construction is subject to the same inflation as the rest of the economy.

Actual project costs can also be lower than the estimate in the TIP. During one of the required project reviews, the responsible federal agency may determine that the project contains elements that fall outside the intent of the applicable federal funding program. If so, the agency may refuse to fund such elements, thereby requiring the Commonwealth or the affected municipality either to find an alternative source of money or to eliminate these elements.

2.6 OBTAINING FURTHER INFORMATION

The Central Transportation Planning Staff prepared this document from data provided by the MPO member agencies. It contains the most current information available when the document was produced. Because the status of projects will change over time, amendments to the document during the year may be made to update the information contained herein. Questions concerning the current status of projects, or requests for information not contained in the TIP, should be directed first to CTPS.

Please contact:

For General Information

David Mohler
Central Transportation Planning Staff
10 Park Plaza, Room 2150
Boston, Massachusetts 02116-3968
Telephone: (617) 973-7144

For Transit Projects

Peter Butler
Capital Program Analyst
Massachusetts Bay Transportation Authority
10 Park Plaza, Room 6720
Boston, Massachusetts 02116-3968
Telephone: (617) 722-3482

For Highway Projects

David Flint, CEPO Administrator
Capital Expenditure and Program Office
Massachusetts Highway Department
10 Park Plaza, Room 3190
Boston, Massachusetts 02116-3968
Telephone: (617) 973-7155

3 PROJECT PROGRAMMING

3.1 HOW THE TIP PROGRAMS A PROJECT

The Transportation Improvement Program for the Boston Region includes all the proposed transportation improvement projects and programs in the region that the state and the MPO have approved for development with federal funding assistance and, for the first time, projects funded with Non-Federal Aid (100% state funding). The TIP for the Boston MPO has been coordinated with the statewide TIP, which is prepared by the state on the basis of the TIPs submitted by the MPOs representing the urban regions within the state and the Regional Planning Agencies representing the more rural sections.

In accordance with federal regulations, the TIP covers three federal Fiscal Years. For each year, the TIP lists projects within the prescribed federal funding categories. To be considered for inclusion in one of the three years in the TIP, a project, a portion of the project, or a program must have an estimated advertising or implementation date within that federal fiscal year. This generally assumes, for highways, that the project has received Federal Highway Administration approval of its 75-percent design plans and can be constructed with federal-aid. For transit projects, which generally have a longer lead time, the process allows for coordination and information-sharing with the MBTA Advisory Board and the Federal Transit Administration.

Federal-aid funds may also support project activities other than construction. If appropriate, the TIP programs preliminary engineering (development and design phases) and right-of-way portions of projects. Preliminary engineering may include environmental analysis, location reports, and basic and final design. Right-of-way activity can include survey, appraisal, and relocation assistance, as well as the actual purchase of land for transportation facilities.

3.2 ESTABLISHING PRIORITIES

Priority projects for the regional transportation network are reflected in the Transportation Improvement Program. The projects are included in the document to show an intention to move forward on the projects within the next three years. All three years of the TIP are required to be endorsed by the MPO agencies, and form the basis for federal review of the region's priorities.

There are certain similarities between the highway and transit agencies' approach to establishing priorities:

- Both MHD and MBTA establish priorities to maximize the use of federal funding assistance which is available in a given year.

- Both agencies rely heavily on the status of environmental reviews in deciding when, or if, to program a project.

- Both agencies rely on public participation in establishing priorities among projects, including reviews with elected officials of affected communities.

- Both agencies are working to implement projects which accomplish the goals of the Clean Air Act.

MBTA, in addition to these guidelines, is working to achieve the goals and implement the requirements of the Americans with Disabilities Act.

In addition, MHD programs a project in accord with certain other criteria. A highway project is programmed for construction in one of the three years of the TIP based on the percent of design work completed or anticipated to be completed by the beginning of the fiscal year and the estimated date in the federal Fiscal Year that the project will be advertised for construction.

In recent years a new perspective on recommending priorities has begun to emerge. The MPO agencies are exploring a clearer designation of priorities based on more complete information from local officials. To move this goal forward, MAPC solicits comments and recommendations from communities throughout the region for submission to the MPO agencies for endorsement. In an effort to focus comments from local communities, MAPC has established sub-regional committees, composed of geographic groupings of the municipalities in the Boston MPO Region. These committees are asked to establish priorities for the transportation projects and programs within their sub-region. This information is compiled by MAPC and presented to the MPO agencies for consideration during the programming of the TIP.

3.3 HOW PROPOSED TRANSIT IMPROVEMENTS BECOME PROJECTS

Many transit projects are derived from the Program for Mass Transportation (PMT), which is prepared by EOTC and approved by the Advisory Board. Based on the PMT, MBTA develops a five-year capital budget, the first three years of which comprise the TIP.

Generally, MBTA's capital budget is developed as follows:

- MBTA's Capital Program Section identifies an appropriate listing of projects for inclusion in the Annual Element of the TIP. This list includes projects in progress and projects drawn from the multi-year elements of the Transportation Improvement Program. Also, there are projects drawn from the two-year program submitted to the Legislature for MBTA's Bond Program, which provides the required state match for federal funding and a certain level of 100% state funding for priority projects.

- This list is further reviewed by the Capital Program Section and meetings are held with department heads, project managers and other relevant managers to review funding requests.

- The Capital Budget Committee, which is comprised of the General Manager, Assistant General Managers and Treasurer-Controller, reviews project requests presented by the Capital Program Section.

- Meetings are held in which deliberations take place to decide which projects to recommend and how much funding to allocate for specific projects. These meetings are held at least two times a month to review funding options in light of available federal and state funding.

- Funding decisions are based upon:
  1) The need to maintain the existing system.
  2) The need to upgrade facilities and equipment to meet the present and future needs of the system.
  3) The opportunity to expand the system to accommodate the diverse mass transit market.
  4) The level of funding in the MBTA budget as approved by the MBTA Advisory Board.
  5) The level of funding approved by the Governor and Legislature through the state budget, which contains prospective funding for the MBTA's debt contract assistance.

- Based upon funding approval by the Capital Budget Committee, federal grants are subsequently formulated and local bond budgets are prepared to advance projects.

The Capital Budget process is ongoing, reflecting the unpredictable nature of Federal funding, scheduling, and project bid amounts.

3.4 HOW PROPOSED HIGHWAY IMPROVEMENTS BECOME PROJECTS

The MPO's *Transportation Programs: A Guide for Community Officials in the Metropolitan Boston Region,* developed by the MAPC, describes in detail how a proposed highway improvement suggested by a community can become eligible for state or federal-aid funds.

Transportation Programs points out that the funding process typically begins with a community's perception of a highway problem and an initial investigation by the appropriate MHD district office. [Alternatively, MHD can propose an improvement, and develop it in consultation with the district office.] When the community and MHD meet to discuss the project, they can frequently decide after review and analysis whether the transportation problem can be solved by working jointly to tap state reimbursement funds or specialized state programs. Other highway problems may require either 100 percent state funding or federal-aid funding for their solution.

Irrespective of the source of funding, MHD's Project Review Committee (PRC) must review the proposed highway improvement and formally approve it to establish eligibility for funding. An individual proposal has no official status until the PRC approves it; however, approval does not guarantee funding for construction.

MHD will consider and act upon requests to initiate state-funded projects at any time. It will accept similar requests for proposed federal-aid projects; but, if a proposed project is not in the TIP, the project must either be amended into the TIP or await scheduling in the development of a subsequent TIP. Any amendment to the TIP requires MPO endorsement.

Using the listing of projects in the TIP, MHD establishes a 5-year program of capital improvement projects utilizing federal-aid for submission to the Federal Highway Administration. The Capital Improvement Program is updated annually. Project cost estimates are also updated annually, based on the amount of federal-aid expected to be available over the next 5 years. As part of this process, MHD reviews pending requests to initiate new projects with federal funding assistance. However, MHD must keep its 5-year federal aid program consistent with available resources.

Although MHD makes every effort to secure construction funding for the implementation of approved projects, the scheduling of a highway project in the TIP does not constitute an absolute MHD commitment to construct the proposed improvement. The only exception to this general rule is a project utilizing phased obligated funds, which constitutes a multi-year commitment to a particular project.

To date, the only use of Phased Obligation approved in Massachusetts was an amendment to the FY 1993-1995 TIP under the FY 1994 Bridge Program and the FY 1994 NHS Program for contract C17A2 of the Central Artery Project. The effect of this amendment is to prospectively obligate a specific amount of Bridge and NHS funds in FY's 1995, 1996, and 1997. Further, the additional use of phased obligation is proposed in this TIP for other Central Artery contracts (Contracts C12A3, C15A1, C15A2, C15A3 and C17A9) expected to be advertised in FYs 95, 96, and 97.

3.5 TITLE I - SURFACE TRANSPORTATION: FUNDING CATEGORIES

Excluding planning and research funds, the Intermodal Surface Transportation Efficiency Act of 1991 authorizes approximately $2.28 billion in Title I federal capital funding for Massachusetts transportation projects and programs for fiscal years 1995-1997.

The following is a description of each of the highway funding categories to be found in this year's TIP.

3.5.1 Interstate Construction

This category of funding is available solely for projects that will complete the Interstate Highway System in the country. The only incomplete portion of the Interstate System in Massachusetts is the Central Artery/Third Harbor Tunnel. The federal share of the cost in this category is 90 percent and the state share is 10 percent.

There is $1,288,912,698 in Interstate Construction funds, including the requisite state match, programmed for the Central Artery in the TIP.

3.5.2 Interstate Maintenance

The Interstate Maintenance program remains as in former years with an important addition. Projects which expand capacity on an Interstate highway or bridge, where the new capacity consists of one or more lanes not dedicated to high occupancy vehicles, are not eligible for Interstate Maintenance funding. In addition, some preventive maintenance projects may be funded in this category, if the state can prove that such projects are a cost effective means of extending Interstate pavement life. The federal share of the cost in this category is 90 percent and the state share is 10 percent.

The state has programming authority over this funding category. Statewide, there is approximately $116.5 million of Interstate Maintenance funds, including the requisite state match, programmed over the next three fiscal years. The Boston MPO's 1995-1997 TIP includes $55,616,000 of these funds, although $4.0 million of these funds are programmed in all MPO TIPs for statewide use and may or may not be spent in the Boston region.

3.5.3 National Highway System

The National Highway System (NHS) is a proposed network of strategic highways, including the Interstate Highway System, which will be the focus of the federal-aid highway system once construction of the Interstate System is complete. The NHS will consist of 155,000 miles of roadway, plus or minus 15 percent. Pursuant to the requirements of ISTEA, the Administration recently submitted a bill to Congress to

designate the system, which must be approved on or before September 30, 1995. The federal share of the cost in this category is 80 percent and the state share is 20 percent.

Until Congressional adoption of the National Highway System, NHS funds may be used for principal arterial highways. Once the System is approved, NHS funds may be used for:

- Construction, reconstruction, resurfacing, restoring and rehabilitation projects on the system.
- Operational and safety improvements to NHS segments.
- Improvements to, or construction of, federal-aid roads or transit projects not on the NHS, but which are in the same corridor as, and would improve the level of service on, the National Highway System.
- Other transportation planning, research, traffic management, carpool and van-pool, fringe parking, and management system projects which would have positive impact on the NHS.

In addition, at its discretion, a state may transfer up to 50% of NHS funds to the Surface Transportation Program to fund mass transportation projects; and, subject to federal approval, up to 100% of NHS funds may be transferred in states classified as nonattainment for NAAQS.

The state has programming authority over this funding category. Statewide, there is approximately $326.2 million of National Highway System funds, including the requisite state match, programmed over the next three fiscal years. This TIP includes $235,572,845 of NHS funds, although $3.0 million of these funds are programmed in all MPO TIPs for statewide use and may or may not be spent in the Boston region.

3.5.4 Bridge Replacement and Rehabilitation

The Bridge Replacement and Rehabilitation Program funds projects in urban or rural areas for the replacement or repair of bridges, based upon structural adequacy and safety, serviceability and function, public use, and age. The federal share of the cost in this category is 80 percent and the state share is 20 percent.

The state has programming authority over this funding category; however, FHWA requires that the Bridge program be allocated equitably, on a geographic basis, throughout the state. Statewide, there is approximately $249.8 million of Bridge funds, including the requisite state match, programmed over the next three fiscal years ($210.5 million On-System; $39.3 million Off-System). This TIP includes $175,283,813 of these funds, although $7.0 million of these funds are programmed in all MPO TIPs for statewide use and may or may not be spent in the Boston region.

3.5.5 Surface Transportation Program

The Surface Transportation Program (STP) provides states a great deal of latitude for setting transportation priorities, by permitting funding for a broad range of transportation uses, including:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements to highways and bridges.

- Capital costs for transit projects eligible for funding under the Federal Transit Act, and publicly owned and operated intercity bus terminals and facilities.

- Carpool projects, fringe parking, bicycle transportation and pedestrian walkways.

- Highway safety improvements, hazard elimination, and railroad grade crossings.

- Highway and transit research and development, and technology transfer projects.

- Transportation enhancement activities, including the provision of facilities for pedestrians and bicycles near a project area; the acquisition of scenic easements and scenic or historic sites; landscaping; the rehabilitation of historic transportation buildings; and the preservation of abandoned rail corridors, including conversion to bikeways and pedestrian trails.

- Wetlands and other environmental mitigation.

With the exception of bridge projects, STP funds may not be used for projects on any road classified as a local or rural minor collector, unless such road was on the federal-aid system as of January 1, 1991.

The federal share of the cost in this category is 80 percent and the state share is 20 percent. Except as otherwise provided by federal law, STP funds are allocated as follows: 10% is dedicated to safety projects; 10% is dedicated to enhancement activities; 50% is allocated, based upon population share, among the regions of the state; and 30% may be obligated in any region(s) of the state. Exceptions to this formula include Hold Harmless funds and Interstate Reimbursement funds, 50% of which are allocated according to the formula and 50% of which may be obligated in any area of the state. The funds specifically allocated to the regions are under the direct programming control of the appropriate MPO. Other STP funds are under the joint administration of the state and the various MPO's.

Statewide, there is approximately $783.3 million of Surface Transportation Program funds, including the requisite state match, programmed over the next three fiscal years, including approximately $30.3 in safety funds and $53.3 million in enhancement funds. The Boston MPO's 1995-1997 TIP includes $344,417,366 of the total STP funds, including $12,945,000 in safety funds and $24,091,596 in enhancement funds. However, $5.0 million of the generic STP funds are programmed in all MPO TIPs for statewide use and may or may not be spent in the Boston region.

3.5.6 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program is intended to help urban areas achieve the air quality standards mandated by the Clean Air Act. A state may obligate CMAQ funds for:

- Programs or projects which are part of the State Implementation Plan or which, based on the findings of the EPA, will contribute to the attainment of the national ambient air quality standard.

- Programs or projects which, although not on the State Implementation Plan, are determined by the USDOT Secretary to be part of a program, method or strategy developed by the EPA to improve air quality.

The federal share of the cost in this category is 80 percent and the state share is 2[illegible] percent.

ISTEA allocates CMAQ funds among eligible nonattainment areas based upon population, weighted to reflect the severity of an area's air quality problems in comparison to other areas throughout the nation. The programming of CMAQ funds is under the direct control of the affected MPOs; within Massachusetts, these funds are sub-allocated among the MPOs based upon a formula developed by the RPAs.

Statewide, there is approximately $ 147.4 million of CMAQ funds, including the requisite state match, programmed over the next three fiscal years. The Boston MPO's 1995-1997 TIP includes $83,680,614 of the total CMAQ funds.

3.5.7 Flexible Use of Highway Funding

Although the preceding fund categories are within the federal-aid highway program, a certain percentage of the funds under each category can be used for transit projects. Both CMAQ and STP funds are 100% flexible, in that an MPO may opt to allocate all, or any portion, of these funds to transit projects. In addition, the state may elect to transfer up to 20% of its Interstate Maintenance funds, 50% of its

NHS funds, and 40% of its Bridge funds to the Surface Transportation Program. Once transferred, any such funds are as flexible as other STP funds. This TIP provides for the flexible use of STP and CMAQ funds by MBTA and by Massport and STP funds for use by CATA.

3.6 TITLE III - FEDERAL TRANSIT ACT: FUNDING CATEGORIES

The following is a description of each of the transit funding categories to be found in this year's TIP.

3.6.1 Section 3 Funds

Section 3 of the Federal Transit Act provides funding for a discretionary program of capital investments in public transportation equipment and facilities. With the exception of rail modernization funds, Section 3 grants are awarded on the basis of need, as determined by the FTA Administrator, rather than through a fixed formula. The FTA uses Section 3 funds primarily for major investments in the transit infrastructure of urbanized areas.

Section 3 is divided between three distinct programs: 40% of the total Section 3 funding is dedicated to new starts; 40% is dedicated to rail modernization; and 20% is dedicated to bus projects. Of the 20% bus funding, 5.5% is set aside for rural transit uses. As mentioned earlier, the distribution of revenue under Section 3 is primarily discretionary. The sole exception is rail modernization funds, which are distributed based on a federal formula.

New Starts: ISTEA establishes a list of criteria which projects must meet in order to advance and be approved for funding. Projects are funded using Letters of Intent and Full Funding Agreements. The sum of out-year commitments may not exceed the total funding authorized for that year. This TIP includes $230,400,000 in new start funds, including the requisite state share.

Rail Modernization: ISTEA allocates a specific amount of rail modernization funds to 11 historical rail cities, including Boston. This TIP includes $197,227,737 in rail modernization funds, including the requisite state share.

Bus Projects: This TIP does not include any Section 3 bus projects.

The federal share of the cost in all Section 3 categories is 80 percent and the state share is 20 percent. However, the USDOT Secretary has the authority to increase the federal share to 90% for projects necessary to comply with the Clean Air Act or the Americans with Disabilities Act.

3.6.2 Section 9 Funds

Section 9 is a block grant program, which has become the principal source of funds for routine transit capital projects, including bus purchases. Section 9 block grant funds are apportioned to regions under formulae that take into account fixed guideway and bus revenue vehicle miles, route miles, and passenger miles, as well as population and population density.

Eligible projects under Section 9 include the planning, acquisition, construction, and improvement of facilities, equipment and capital maintenance items. In addition, Section 9 funds can be used to lease certain facilities and equipment, if it can be demonstrated that leasing is more cost-effective than the acquisition of such items. FTA expects that most routine bus capital activities will be handled by the Section 9 formula program. This includes replacement of old buses, routine expansion of bus service, normal bus facility modernization and/or construction, bus rehabilitation, and purchase of related support equipment and significant spare parts.

Each Section 9 grant recipient in an urbanized area must be a public body that has the legal authority to receive and dispense federal funds. In the Boston MPO region, the Massachusetts Bay Transportation Authority and the Cape Ann Transportation Authority are designated recipients.

For all eligible projects, the federal share of the net project cost is 80 percent. However, at its discretion, a recipient may provide additional matching funds in order to leverage more federal funds. The Boston MPO's 1995-1997 TIP includes $166,970,645 of Section 9 capital funds, including state matching funds.

3.6.3 Section 16(b)(2) Funds

Section 16(b)(2) of the Federal Transit Act authorizes FTA to make capital grants to private, non-profit organizations to provide transportation services for the elderly and persons with disabilities when existing mass transportation services are unavailable, insufficient, or inappropriate. In addition, with the approval of the USDOT Secretary, public entities can be awarded grants under this program.

These resources are distributed between states on a formula basis. The federal share of the net project cost is 80 percent. The Boston MPO's 1995-1997 TIP includes $597,400 of these funds, including the requisite non-federal match.

3.6.4 Section 18 Funds

Section 18 is a formula grant program that provides assistance to public transportation projects in non-urbanized areas. EOTC is responsible for producing and administering a statewide program of projects that equitably distributes Section

18 funds and provides the maximum coordination with other federally assisted transportation services.

The federal share of the net project cost is 80 percent for capital assistance and 50% for operating grants. The Boston MPO's 1995-1997 TIP includes $72,375 of these funds, including the requisite non-federal match.

3.7 SPECIAL PROJECTS

ISTEA contains special projects (a.k.a. demonstration projects) for which a specific revenue allocation has been made. Funds allocated to these projects cannot be spent on any other project. As with all non-interstate programs, the maximum federal share of project costs is 80%. This TIP does not include any funding for demonstration projects.

3.8 NON-FEDERAL AID

This funding category consists of 100% state funds that are provided for transportation uses in the State's Transportation Bond Bill. Because of the necessity to allocate certain federal funds to the Central Artery, other projects which normally might be funded with these federal funds are funded in this TIP through the use of NFA. The State and the RPAs have agreed that, due to the special circumstances surrounding the Artery, NFA projects will be included in the various TIPs developed by the RPAs and will be accorded the same status as federal-aid projects. The Boston MPO's 1995-1997 TIP includes $257,801,724 of these funds.

In order to ensure the stability of such funding, the Boston MPO has endorsed the following agreement developed by EOTC and MAPC:

> Subject to the programming of $295 million in Non-Federal Aid or other funds to the Boston region for projects developed by the cities and towns and various state agencies as contained in the August 9, 1994 letter from the Metropolitan Area Planning Council (MAPC) to the Deputy Secretary of the Executive Office of Transportation and Construction (EOTC), the Metropolitan Planning Organization (MPO) consents to the programming of $177 million in statewide Surface Transportation Program (STP) funds in fiscal years 1996 and 1997 for use on the Central Artery/Third Harbor Tunnel project and $118 million in Surface Transportation Program funds to various projects in the 1995-1997 Transportation Improvement Program (TIP) that would otherwise have been eligible for National Highway System (NHS) and bridge program funds. Programming of STP funds is contingent on the programming of a like amount of Non-Federal Aid or other funds. In the event that a highway project in the adopted TIP is delayed, amended, or deleted, the MPO will notify MAPC. MAPC will consult with local officials in the affected jurisdiction to determine whether

actions can be taken to allow the project to be completed within the time-frame of the TIP. If such a remedy is not available, MAPC will identify substitute project(s) from the region for the programming of the funds.

3.9 PROPOSED FUNDING INITIATIVES

In recognition that Interstate Construction funds will end in FY 1996 and that completion of the Central Artery project will require additional funding, legislation has been filed at the State House to establish a Metropolitan Highway System which will be managed by the Massachusetts Turnpike Authority. The Turnpike Authority will be authorized to collect tolls on the Tobin Bridge, the Turnpike Extension, the Sumner and Callahan Tunnels and the Third Harbor Tunnel. Additional federal funds will also be sought through congressional action.

Program Summary

Funding Program	# of Projects	Federal Funds Programmed	Matching Funds Programmed	Total Funds Programmed
Bridge Program (Off-System)	10	$ 3,612,800	$ 903,200	$ 4,516,000
Bridge Program (On-System)	5	$ 41,088,000	$ 10,272,000	$ 51,360,000
Congestion Mitigation/Air Quality Improvement	10	$ 37,720,523	$ 9,430,131	$ 47,150,654
Interstate Construction	1	$471,625,000	$ 52,402,778	$524,027,778
Interstate Maintenance	8	$ 20,781,900	$ 2,309,100	$ 23,091,000
Interstate Transfer	1	$ 609,388	$ 107,539	$ 716,927
Metropolitan Highway System	0	$ 0	$ 0	$ 0
National Highway System	7	$ 63,958,276	$ 15,989,569	$ 79,947,845
Non-Federal Aid	46	$ 0	$ 40,053,000	$ 40,053,000
Section 3 (Fixed Guideway)	1	$ 52,594,063	$ 13,148,516	$ 65,742,579
Section 3 (New Starts)	1	$ 23,820,000	$ 5,955,000	$ 29,775,000
Section 3 (Livable Community Initiative)	0	$ 0	$ 0	$ 0
Section 9 (Capital)	3	$ 46,328,834	$ 11,582,209	$ 57,911,043
Section 9 (Operating)	2	$ 16,161,023	$ 16,161,023	$ 32,322,046
Section 16 (Mobility Assistance)	1	$ 477,920	$ 119,480	$ 597,400
Section 18 (Paratransit Assistance)	1	$ 57,900	$ 14,475	$ 72,375
Surface Transportation Program /Boston Earmark	6	$ 7,780,000	$ 1,945,000	$ 9,725,000
Surface Transportation Program/Enhancement	2	$ 208,000	$ 52,000	$ 260,000
Surface Transportation Program/Rural	0	$ 0	$ 0	$ 0
Surface Transportation Program/Safety	0	$ 0	$ 0	$ 0
Surface Transportation Program/Statewide	6	$ 2,960,000	$ 740,000	$ 3,700,000
Total	**111**	**$789,783,627**	**$181,185,020**	**$970,968,647**

This summary does not include the AMTRAK connection between Boston and Portland, Maine, which is referenced on page 4-18 under the category "Special Project-Information Only," because no Massachusetts funds from any source (federal, state, or local) will be committed to this project.

ACTON — WETHERBEE ST. BRIDGE — ID #: 600081

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Wetherbee Street Bridge (A-2-11) over the Nashoba Brook.

Federal Funds:	$280,000
State Funds:	$70,000
Total Funds:	$350,000

CAMBRIDGE — FRESH POND LANE BRIDGE — ID #: 027258

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Fresh Pond Lane Bridge (C-1-16) over over the B&M Railroad, and perform re...

Federal Funds:	$328,800
State Funds:	$82,200
Total Funds:	$411,000

IPSWICH — GREEN ST. BRIDGE — ID #: 600210

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Green Street Bridge (I-1-1) over the Ipswich River.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

IPSWICH — LABOR-IN-VAIN RD. BRIDGE — ID #: 028650

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Labor-in-Vain Road Bridge (I-1-3) over Labor-in-Vain Creek.

Federal Funds:	$480,000
State Funds:	$120,000
Total Funds:	$600,000

MEDWAY — WALKER ST. BRIDGE — ID #: 600121

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Walker Street Bridge (M-13-1) over the Charles River.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

MILLIS — MYRTLE ST. BRIDGE — ID #: 049055

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Myrtle Street Bridge (M-23-7 = N-13- over the Charles River, and perform related work. Work for this project will also occur in Norfolk.

Federal Funds:	$640,000
State Funds:	$ 0,000
Total Funds:	0,000

[illegible]ON — DEXTER RD. BRIDGE — ID #: 600234

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Dexter Road Bridge (N-12-12) over Laundry Brook.

Federal Funds:	$204,000
State Funds:	$51,000
Total Funds:	$255,000

PEABODY — JOHSON ST. EXT. BRIDGE — ID #: 035906

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Reconstruct the Johnson Street Extension Bridge (P-3-8) over the MBTA, Danvers Branch, and perform related work.

Federal Funds:	$640,000
State Funds:	$160,000
Total Funds:	$800,000

READING — MINERAL ST. BRIDGE — ID #: 600769

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Mineral Street Bridge (R-3-1) over the MBTA.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

WINCHESTER — SHORE RD. BRIDGE — ID #: 600783

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Shore Road Bridge (W-40-29) over the Aberjona River.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $21,403,906 for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994; $14,326,106 for single-year contracts to be advertised in FY 95; and $5,629,988 for the proposed phased obligation of $5,629,988 for the proposed phased obligation of Contract #s C12A3, C15A3 and C17A9 to be advertised in FY 95.

Federal Funds:	$33,088,000
State Funds:	$8,272,000
Total Funds:	$41,360,000

LITTLETON — RTE. 119 (GREAT RD.) BRIDGE — ID #: 029225

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Route 119 (Great Road) Bridge (L-13-1) over the B&M Railroad.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

NEWTON — RTE. 16 (WASHINGTON ST.) BRIDGE — ID #: 180505

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the deck on the Route 16 (Washington Street) Bridge (N-12-55) over Route 128 and Grove Street.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

STATEWIDE — BRIDGE DECKS, BRIDGE PAINTING & BRIDGE DAMS — ID #: N/A

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This contingency funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

STATEWIDE — BRIDGE INSPECTION — ID #: N/A

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This contingency funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$3,200,000
State Funds:	$800,000
Total Funds:	$4,000,000

BOSTON — CLEAN CITIES, PROJECT 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differential of purchasing alternative-fuel vehicles, and establish fueling stations, to be operated by Massport.

Federal Funds:	$1,006,651
State Funds:	$251,663
Total Funds:	$1,258,314

BOSTON — SOTHEAST EXPRESSWAY HOV LANE, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Construct a high-occupancy-vehicle (HOV) lane for the Southeast Expressway.

Federal Funds:	$520,000
State Funds:	$130,000
Total Funds:	$650,000

BOSTON REGION — CLEAN CITIES, PROJECT 2, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differential of purchasing alternative-fuel vehicles, establish fueling stations, and conduct training.

Federal Funds:	$2,805,000
State Funds:	$701,000
Total Funds:	$3,506,000

BOSTON REGION — INCIDENT MANAGEMENT, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Implementation
Description: Expand the existing Incident Management Porgram in the region.

Federal Funds:	$560,000
State Funds:	$140,000
Total Funds:	$700,000

BOSTON REGION — MOTORIST ASSISTANCE PROGRAM, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Expand the existing Motorist Assistance Program in the region

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

BOSTON REGION — TMAs FORMATION, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Provide financial assistance for the formation of new Transportation Management Associations.

Federal Funds:	$181,536
State Funds:	$45,384
Total Funds:	$226,920

BOSTON REGION — TMAs, NEW INITIATIVES, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Fund new initiatives of Transportation Mangement Associations.

Federal Funds:	$467,536
State Funds:	$116,884
Total Funds:	$584,420

METROWEST — CLEAN CITIES, PROJECT 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differential of purchasing alternative-fuel vehicles for operation in the MetroWest area.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth)

Federal Funds:	$29,300,000
State Funds:	$7,325,000
Total Funds:	$36,625,000

STATEWIDE — TRANSPORTATION DEMAND MANAGEMENT, PHASE 1 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may or may not be spent in the Boston Region.

Federal Funds:	$1,440,000
State Funds:	$360,000
Total Funds:	$1,800,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: INTERSTATE CONSTRUCTION
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes single-year contractsd eligible for Interstate funding.

Federal Funds:	$471,625,0
State Funds:	$52,402,778
Total Funds:	$524,027,778

BOLTON — RTE. I-495, BOLTON TO MILFORD — ID #: 068412

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace guide signs and make safety improvements to I-495. Work for this project will also occur in Berlin, Hudson, Marlborough, Southborough, Westborough, Hopkinton, & Milford.

Federal Funds:	$936,900
State Funds:	$104,100
Total Fund	$1,041,000

DEDHAM — RTE. 1 BRIDGE — ID #: 600704

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Rehabilitatethe Route 1 Bridge (D-5-46) over I-95 (Route 128).

Federal Funds:	$630,000
State Funds:	$70,000
Total Funds:	$700,000

FOXBOROUGH — RTE. I-95 — ID #: 600805

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface I-95 from the Mansfield town-line to the Sharon town-line.

Federal Funds:	$4,410,000
State Funds:	$490,000
Total Funds:	$4,900,000

MEDFORD — RTE. I-93 — ID #: 071707

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface I-93 from the So lle city-line to the bridge over the Mystic River.

Federal Funds:	$4,950,000
State Funds:	$550,000
Total Funds:	$5,500,000

MILFORD — RTE. I-495, MILFORD TO WRENTHAM — ID #: 400055

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the guide signs on I-495 from Milford to Wrentham. Work for this project will also occur in Bellingham, Franklin, Medway & Wrentham.

Federal Funds:	$585,000
State Funds:	$65,000
Total Funds:	$650,000

SHARON — RTE. I-95 — ID #: 600803

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface I-95 from the Foxborough town-line to the Norwood town-line. Work for this project will also occur in Walpole

Federal Funds:	$5,670,000
State Funds:	$630,000
Total Funds:	$6,300,000

STATEWIDE — BRIDGE DECKS, BRIDGE PAINTING & BRIDGE DAMS — ID #: N/A

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$1,200,000
State Funds:	$133,333
Total Funds:	$1,333,333

STATEWIDE — INFRASTRUCTURE IMPROVEMENTS — ID #: N/A

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$2,400,000
State Funds:	$266,667
Total Funds:	$2,666,667

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: INTERSTATE TRANSFER
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$609,388
State Funds:	$107,539
Total Funds:	$716,927

BOSTON — BLUE HILL AVE. — ID #: 006002

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/S[illegible]e
Project Stage: Construction
Description: Reconstruct Blue Hill Avenue from Grove Hall to Dudley Street.

Federal Funds:	$3,302,678
State Funds:	$825,670
Total Funds:	$4,128,348

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $12,842,343 for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994; $35,413,895 for single-year contracts to be advertised in FY 95; and $13,783,762 for the proposed phased obligation of Contract #s C12A3, C15A3, and C17A9 to be advertised in FY 95.

Federal Funds:	$49,632,000
State Funds:	$12,408,000
Total Funds:	$62,0[illegible],000

FRAMINGHAM — RTE.9, FRAMINGHAM TO WESTBOROUGH — ID #: 125399

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 9 from the Massachusetts Turnpike to I-495 in Westborough. Work for this project will also occur in Southborough and Westborough.

Federal Funds:	$4,800,000
State Funds:	$1,200,000
Total Funds:	$6,000,000

MARSHFIELD — RTE. 139, MARSHFIELD TO PEMBROKE — ID #: 114505

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct and widen Route 139 and install traffic signals. Work for this project will also occur in Pembroke.

Federal Funds:	$3,500,000
State Funds:	$875,000
Total Funds:	$4,375,000

NATICK — SPEEN ST. BRIDGE — ID #: 130580

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install cathodic protection on the Speen Street Bridge (N-3-33) at the intersection of Route 9 and Speen Street.

Federal Funds:	$323,598
State Funds:	$80,899
Total Funds:	$404,497

STATEWIDE — BRIDGE DECKS, BRIDGE PAINTING & BRIDGE DAMS — ID #: N/A

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

STATEWIDE — INFRASTRUCTURE IMPROVEMENTS — ID #: N/A

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may or may not be spent in the Boston Region.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

ACTON — RTE. 111 (MASSACHUSETTS AVE.), ACTON TO HARVARD — ID #: 600683

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 111 (Massachusetts Avenue) from Acton to Boxborough, and perform related work. Work for this project will also occur in Boxborough and Harvard.

Federal Funds:	$0
State Funds:	$600,000
Total Funds:	$600,000

ACTON — RTE. 27 (MAIN ST.), 2 BRIDGES — ID #: 104749

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Route 27 (Main Street) Bridge (A-2-4) over the MBTA, Maynard Branch and remove the Route 27 (Main Street) Bridge (A-2-5) over the MBTA, Fitchburg Main Line.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

BEDFORD — LOOMIS ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Loomis Street from Great Road to South Road, install sidewalks, and perform safety improvements.

Federal Funds:	$0
State Funds:	$350,000
Total Funds:	$350,000

BEDFORD — SOUTH RD. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct So[illegible] Road from Loomis Street to Spring Street, and install traffic signals.

Federal Funds:	[illegible]
State Funds:	[illegible]
Total Funds:	[illegible]

BOSTON — HARVARD ST. BRIDGE — ID #: 031102

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Harvard Street Bridge (B-16-159) over the MBTA, Dorchester Branch.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

BOSTON — MERIDIAN ST. BRIDGE — ID #: [illegible]0637

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Meridian Street Bridge (B-16-19 = C-9-5) over the Chelsea River. Work for this project will also occur in Chelsea.

Federal Funds:	$0
State Funds:	$11,000,000
Total Funds:	$11,000,000

BOXBOROUGH — RTE.111 — ID #: 600678

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reclaim and perform minor reconstruction on Route 111 (Massachussetts Avenue) from Boxborough to Harvard. Work for this project will also occur in Harvard.

Federal Funds:	$0
State Funds:	$1,250,000
Total Funds:	$1,250,000

BRAINTREE — OLD RTE. 1[illegible]RAINTREE TO WEYMOUTH — ID #: 086901

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Old Route 128 from Route 37 to the Weymouth/Hingham line, and perform related work. Work for this project will also occur in Weymouth.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

BRAINTREE — RTE. 3, BRAINTREE TO WEYMOUTH — ID #: 600463

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the median barriers on Route 3 from Washington Street to Route 18 in Weymouth. Work for this project will also occur in Weymouth.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

CANTON — NEPONSET ST. BRIDGE — ID #: 600470

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Neponset Street Bridge (C-2-37) over the Neponset River.

Federal Funds:	$0
State Funds:	$650,000
Total Funds:	$650,000

CONCORD — RTE. 2 — ID #: 600521

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface a section of Route 2.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

DEDHAM — RTE. 109 BRIDGE — ID #: 079741

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Rehabilitate the Route 109 Bridge (D-5-4) over the Charles River.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

FRANKLIN — KING ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Reconstruct King Street from Route 140 to Wachusett Street.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

FRANKLIN — SUMMER ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Summer Street from Route 140 to King Street

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

FRANKLIN — UNION ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Union Street from Beaver Street to Washington Street.

Federal Funds:	$0
State Funds:	$1,700,000
Total Funds:	$1,700,000

GLOUCESTER — RTE. 127 (WASHINGTON ST.) — ID #: 600472

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Resurface Route 127 (Washington Street) from Dennison Avenue to Hillside Court.

Federal Funds:	$0
State Funds:	$360,000
Total Funds:	$360,000

GLOUCESTER — RTE. 127A (THATCHER RD.) — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Resurface Route 127A (Thatcher Road) from Bass Avenue to the Rockport town-line.

Federal Funds:	$0
State Funds:	$750,000
Total Funds:	$750,000

HANOVER — RTE.139 — ID #: 091150

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Resurface Route 109 from the Rockland town-line to the western junction of Route 53, and perform related work.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

HUDSON — RTE. 62 (COOLIDGE ST.), HUDSON TO BERLIN — ID #: 600574

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Resurface and mill a portion of Route 62 (Coolidge Street). Work for this project will also occur in Berlin.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

LEXINGTON — MAPLE ST. BRIDGE/BIKE PATH — ID #: 043325

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Remove the Maple Street Bridge (L-10-1) over an abandoned railroad right-of-way, and construct a bike path.

Federal Funds:	$0
State Funds:	$250,000
Total Funds:	$250,000

LINCOLN — RTE. 2 — ID #: 600459

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface a section of Route 2.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

LITTLETON — RTE. 119/2A (GREAT RD.) — ID #: 600540

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Install signals at the intersection of Route 119/2A (Great Road) and Powers Road & Shaker Lane.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

LYNN — BOSTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections on Boston Street, from Broadway to Franklin Street (Kehoe Square).

Federal Funds:	$0
State Funds:	$950,000
Total Funds:	$950,000

LYNN — BOSTON ST.-SUMMER ST. & BOSTON ST.-ROLLINS AVE. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Boston Street and Summer Street & Boston Street and Rollins Avenue.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

LYNN — CHESTNUT ST.-MAPLE ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Chestnut Street and Maple Street.

Federal Funds:	$0
State Funds:	$250,000
Total Funds:	$250,000

MARLBOROUGH — RTE. 20 (EAST MAIN ST.) — ID #: 600122

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 20 (East Main Street).

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

MARLBOROUGH — RTE. I-290 — ID #: 601063

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Interstate 290 ramps at Solomon Pond Road. Work for this project will also occur in Northborough.

Federal Funds:	$0
State Funds:	$600,000
Total Funds:	$600,000

MEDFORD — COLLEGE AVE. BRIDGE — ID #: 015555

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the College Avenue Bridge (M-12-12) over th MBTA, New Hampshire Main Line Railroad.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

MEDFORD — GROVE ST. BRIDGE — ID #: 030100

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Grove Street Bridge (M-12-15) over the MBTA, New Hampshire Main Line Railroad.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

MEDFORD — NORTH ST. BRIDGE — ID #: 052300

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the North Street Bridge (M-12-14) over the MBTA, New Hampshire Main Line Railroad.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

NATICK — RTE. 135 — ID #: 600501

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 135 and Mill Street & the intersection of Route 135 and Speen Street.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

REVERE — RTE. 1A-OAK ISLAND ST. — ID #: 600173

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 1A and Oak Island Street.

Federal Funds:	$0
State Funds:	$450,000
Total Funds:	$450,000

REVERE — RTE. 1A-REVERE ST. — ID #: 600178

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 1A and Revere Street.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

SALEM — RTE. 107(HIGHLAND AVE.)-SWAMPSCOTT RD. — ID #: 600068

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install signals at the intersection of Route 107 (Highland Avenue) and Swampscott Road.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

SHARON — RTE. 27 — ID #: 600837

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 27 at the junction of Norwood Street, High Plain Street, and Edgehill Road.

Federal Funds:	$0
State Funds:	$138,000
Total Funds:	$138,000

STONEHAM — RTE. 28 — ID #: 131511

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 28 from Marble Street to South Street.

Federal Funds:	$0
State Funds:	$270,000
Total Funds:	$270,000

TOPSFIELD — RTE. 1-IPSWICH RD. — ID #: 600595

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 1 and Ipswich Road.

Federal Funds:	$0
State Funds:	$250,000
Total Funds:	$250,000

WATERTOWN — RTE. 20 (MAIN ST.) BRIDGE — ID #: 600706

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Remove the Route 20 (Main Street) Bridge (W-10-5) over the B&M Railroad.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

WAYLAND — RTE. 20-RTE. 27/126 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 20 and Route 27/126.

Federal Funds:	$0
State Funds:	$200,000
Total Funds:	$200,000

WAYLAND — RTE. 30 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 30.

Federal Funds:	$0
State Funds:	$1,200,000
Total Funds:	$1,200,000

WELLESLEY — RTE. 9-RTE. 16 — ID #: 600072

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the signalization at the intersection of Route 9 and Route 16.

Federal Funds:	$0
State Funds:	$250,000
Total Funds:	$250,000

WESTON — RTE. 20-SCHOOL ST. — ID #: 101350

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the signalization at the intersection of Route 20 and School Street.

Federal Funds:	$0
State Funds:	$80,000
Total Funds:	$80,000

WEYMOUTH — PARK AVE.-PLEASANT ST. — ID #: 142121

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Park Avenue and Pleasant Street.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

WEYMOUTH — RTE. 18-RTE.53 — ID #: 600181

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 18 and Route 53.

Federal Funds:	$0
State Funds:	$125,000
Total Funds:	$125,000

WILMINGTON — RTE. 62 (BURLNGTON AVE.) BRIDGE — ID #: 118604

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Route 62 (Burlington Avenue) Bridge (W-38-4)over the MBTA, New Hampshire Main Route.

Federal Funds:	$0
State Funds:	$1,200,000
Total Funds:	$1,200,000

WOBURN — RTE. I-93 BRIDGE — ID #: 600707

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install new armored joints and make other improvements to the Route I-93 Bridge (W-43-36) over Montvale Avenue.

Federal Funds:	$0
State Funds:	$600,000
Total Funds:	$600,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: SECTION 3 (FIXED GUIDEWAY)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$52,594,063
State Funds:	$13,148,516
Total Funds:	$65,742,579

BOSTON — SOUTH BOSTON PIERS TRANSITWAY — ID #: N/A

Funding Program: SECTION 3 (NEW STARTS)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Design & Construction
Description: The MBTA is proposing to develop a transit link between South Station and the South Boston Piers area. See Appendix C for a listing of all funding sources identified in the TIP for this project.

Federal Funds:	$23,820,000
State Funds:	$5,955,000
Total Funds:	$29,775,000

BOSTON — BOSTON ENGINE TERMINAL — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Implementation
Description: Reconstruct the MBTA's commuter-rail maintenance facility. [Assumes FTA approval of a capital lease.]

Federal Funds:	$16,000,000
State Funds:	$4,000,000
Total Funds:	$20,000,000

BOSTON REGION — BUS PROCUREMENT — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Implementation
Description: Purchase 150 buses.

Federal Funds:	$30,298,834
State Funds:	$7,574,709
Total Funds:	$37,873,543

CAPE ANN — SUPPORT EQUIPMENT & SERVICES — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: Purchase support equipment and services.

Federal Funds:	$30,000
State Funds:	$7,500
Total Funds:	$37,500

BOSTON REGION — MBTA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Implementation
Description: The MBTA is eligible for operating assistance under FTA's Section 9 Formula Program which aids the annual operating budget.

Federal Funds:	$16,116,023
State Funds:	$16,116,023
Total Funds:	$32,232,046

CAPE ANN — CATA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: CATA is eligible for operating assistance under FTA's Section 9 Formula Program which aids the annual operating budget for transit service provided in the MBTA service district.

Federal Funds:	$45,000
State Funds:	$45,000
Total Funds:	$90,000

BOSTON REGION — ACCESSIBLE TRANSPORTATION ASSISTANCE — ID #: N/A

Funding Program: SECTION 16 (MOBILITY ASSISTANCE)
Recipient/Sub-Recipient: EOTC/EOTC
Project Stage: Implementation
Description: This amount is contingent upon the awrd of an FTA grant for use by non-profit organizations for the purchase of vehicles to provide transportation to the elderly and persons with disabilities.

Federal Funds:	$477,920
State Funds:	$119,480
Total Funds:	$597,400

CAPE ANN — PARATRANSIT SERVICES — ID #: N/A

Funding Program: SECTION 18 (PARATRANSIT ASSISTANCE)
Recipient/Sub-Recipient: EOTC/CATA
Project Stage: Implementation
Description: Provide for the administration and operation of paratransit service in Essex and Ipswich.

Federal Funds:	$57,900
State Funds:	$14,475
Total Funds:	$72,375

BOSTON REGION — AMTRAK CONNECTION, BOSTON TO PORTLAND, MAINE — ID #: N/A

Funding Program: SPECIAL PROJECT-INFORMATION ONLY
Recipient/Sub-Recipient: Maine DOT
Project Stage: Construction
Description: Construct a portion of the Boston to Portland AMTRAK connection. FUNDING IS ENTIRELY THE RESPONSIBILITY OF THE STATE OF MAINE. NO MASSACHUSSETTS FUNDS WILL BE PROVIDED FOR THIS PROJECT.

Federal Funds:	$0
State Funds:	$0
Total Funds:	$0

BEVERLY — BEVERLY-SALEM BRIDGE — ID #: 005399

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Beverly-Salem Bridge from Flint Street to Washington Street. Work for this project will also occur in Salem.

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

BEVERLY — BEVERLY-SALEM BRIDGE, MITIGATION — ID #: 005398

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Perform Mitigation Contract # 3.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

BOSTON — CONGRESS ST. BRIDGE — ID #: 016555

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Congress Street Bridge (B-16-32) over the Fort Point Channel.

Federal Funds:	$2.[illegible]0
State Funds:	$[illegible]0
Total Funds:	$3,000,000

SHERBORN — RTE. 16/27 (MAIN ST.) — ID #: 600541

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct a portion of Route 16/27 (Main Street).

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

STOUGHTON — RTE. 139 (PLEASANT ST.)-TURNPIKE ST. — ID #: 091555

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 139 (Pleasant Street) and Turnpike Street, and perform related work (i.e., drainage improvements and intersection improvements).

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

WOBURN — RTE. 3-BEDFORD RD. — ID #: 600176

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signalization at the intersection of Route 3 and Bedford Road.

Federal Funds:	$180,000
State Funds:	$45,000
Total Funds:	$225,000

CAMBRIDGE — MINUTEMAN BIKE PATH — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Extend the Minuteman Bike Path from Alewife Station to the Charles River Bike Path.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

METROWEST AREA — BIKEWAY MAP — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/MAPC
Project Stage:
Description: Produce a bikeway map of the Metrowest area.

Federal Funds:	$8,000
State Funds:	$2,000
Total Funds:	$10,000

FRAMINGHAM — RTE 126 (CONCORD ST.)-RTE.30 (COCHITUATE RD.) — ID #: 086450

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 26 (Cincird Street) and Route 30 (Cochituate Road).

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

MARLBOROUGH — RTE. 85 (MAPLE ST.) — ID #: 043320

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Imporve safety at the intersections of Route 85 (Maple Street) and South Street, Route 85 and Walker Street, & Route 85 and Mill Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

RANDOLPH — RTE. 28-OAK ST. & CHESTNUT ST. — ID #: 107302

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 28 and Oak Street & Chestnut Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

RANDOLPH — RTE. 28-RUSS ST. & SCANLON DR. — ID #: 107301

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 28 and Russ Street & Scanlon Drive.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

STATEWIDE — INFRASTRUCTURE IMPROVEMENTS — ID #: N/A

Funding Program: STP/STATEWIDE

Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

WEYMOUTH — RTE. 53 (WASHINGTON ST.)-MIDDLE ST. — ID #: 114906

Funding Program: STP/STATEWIDE

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety at the intersection of Route 53 (Washington Street) and Middle Street.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

Program Summary

Funding Program	# of Projects	Federal Funds Programmed	Matching Funds Programmed	Total Funds Programmed
Bridge Program (Off-System)	4	$ 1,519,200	$ 379,800	$ 1,899,000
Bridge Program (On-System)	1	$ 40,000,000	$ 10,000,000	$ 50,000,000
Congestion Mitigation/Air Quality Improvement	11	$ 18,614,142	$ 4,653,536	$ 23,267,678
Interstate Construction	1	$471,625,000	$ 52,402,778	$ 524,027,778
Interstate Maintenance	3	$ 9,810,000	$ 1,090,000	$ 10,900,000
Interstate Transfer	1	$ 609,388	$ 107,539	$ 716,927
Metropolitan Highway System	1	$ 0	$200,000,000	$ 200,000,000
National Highway System	1	$ 62,500,000	$ 15,625,000	$ 78,125,000
Non-Federal Aid	64	$ 0	$114,343,550	$ 114,343,550
Section 3 (Fixed Guideway)	1	$ 52,594,063	$ 13,148,516	$ 65,742,579
Section 3 (New Starts)	1	$ 86,200,000	$ 21,550,000	$ 107,750,000
Section 3 (Livable Community Initiative)	1	$ 480,000	$ 120,000	$ 600,000
Section 9 (Capital)	4	$ 44,023,841	$ 11,005,960	$ 55,029,801
Section 9 (Operating)	2	$ 18,255,443	$ 18,255,443	$ 36,510,886
Section 16 (Mobility Assistance)	0	$ 0	$ 0	$ 0
Section 18 (Paratransit Assistance)	0	$ 0	$ 0	$ 0
Surface Transportation Program /Boston Earmark	15	$ 5,860,400	$ 1,465,100	$ 7,325,500
Surface Transportation Program/Enhancement	13	$ 6,438,853	$ 1,609,713	$ 8,048,566
Surface Transportation Program/Rural	2	$ 420,000	$ 105,000	$ 525,000
Surface Transportation Program/Safety	8	$ 1,568,000	$ 392,000	$ 1,960,000
Surface Transportation Program/Statewide	13	$ 30,812,216	$ 7,703,054	$ 38,515,270
Total	**147**	**$851,330,546**	**$473,956,989**	**$1,325,287,535**

ASHLAND — FOUNTAIN STREET BRIDGE — ID #: 026703

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Fountain Street Bridge (A-14-11) over Conrail, Boston and Albany Line.

Federal Funds:	$480,000
State Funds:	$120,000
Total Funds:	$600,000

BOSTON — IPSWICH ST. BRIDGE — ID #: 600731

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Ipswich Street Bridge (B-16-401) over the Muddy River.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

BOSTON — PARK STREET BRIDGE — ID #: 055750

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Park Street Bridge (B-16-116) over the MBTA Dorchester Branch, and perform related work.

Federal Funds:	$399,200
State Funds:	$99,800
Total Funds:	$499,000

DOVER — BRIDGE ST. BRIDGE — ID #: 600746

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Bridge Street Bridge (D-10-1=S-12-2) over the Charles River. Work for this project will also occur in Sherborn.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

BOSTON — CENTRAL ARTERY /THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $15,000,000 for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994, and $35,000,000 to fund other Artery contracts.

Federal Funds:	$40,000,000
State Funds:	$10,000,000
Total Funds:	$50,000,000

BOSTON — LOGAN AIRPORT PARKING — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Massport
Project Stage: Construction
Description: Construct a remote parking facility at Logan International Airport.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

BOSTON — SOUTHEAST EXPRESSWAY HOV LANE, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a high-occupancy-vehicle (HOV) lane for the Southeast Expressway.

Federal Funds:	$760,000
State Funds:	$190,000
Total Funds:	$950,000

BOSTON REGION — CLEAN CITIES, PROJECT 2, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differentiial of purchasing alternative-fuel vehicles, establish fueling stations, and conduct training.

Federal Funds:	$2,812,800
State Funds:	$703,200
Total Funds:	$3,516,000

BOSTON REGION — CLEAN CITIES, PROJECT 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differential of purchasing alternative-fuel vehicles and establish fueling stations in Cambridge and the Cape Ann region.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

BOSTON REGION — INCIDENT MANAGEMENT, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Expand the existing Incident Management Porgram in the region.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

BOSTON REGION — MHD PARK & RIDE FACILITIES — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct park & ride facilities for vanpools and express buses.

Federal Funds:	$3,004,316
State Funds:	$751,080
Total Funds:	$3,755,396

BOSTON REGION — MOTORIST ASSISTANCE PROGRAM, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Expand the existing Motorist Assistance Program in the region.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

BOSTON REGION — TMAs FORMATION, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Provide financial assistance for the formation of new Transportation Management Associations.

Federal Funds:	$206,113
State Funds:	$51,528
Total Funds:	$257,641

BOSTON REGION — TMAs, NEW INITIATIVES, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Fund new initiatives of Transportation Mangement Associations.

Federal Funds:	$590,913
State Funds:	$147,728
Total Funds:	$738,641

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$5,400,000
State Funds:	$1,350,000
Total Funds:	$6,750,000

STATEWIDE — TRANSPORTATION DEMAND MANAGEMENT, PHASE 2 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may or may not be spent in the Boston Region.

Federal Funds:	$1,440,000
State Funds:	$360,000
Total Funds:	$1,800,000

BOSTON — CENTRAL ARTERY /THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: INTERSTATE CONSTRUCTION
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction & Design
Description: This portion of the project includes funding for Artery contracts eligible for Interstate funding.

Federal Funds:	$471,625,000
State Funds:	$52,402,778
Total Funds:	$524,027,778

FRANKLIN — I-495, FRANKLIN TO MANSFIELD — ID #: 600161

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct existing concrete surface of I-495, from Franklin to Foxborough. Work for this project will also occur in Wrentham, Plainville, Foxboroguh & Mansfield.

Federal Funds:	$4,500,000
State Funds:	$500,000
Total Funds:	$5,000,000

LEXINGTON — ROUTE 2 BRIDGE — ID #: 600703

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Rehabilitate the Route 2 Bridge (L-10-9) over I-95 (Route 128).

Federal Funds:	$2,700,000
State Funds:	$300,000
Total Funds:	$3,000,000

MILTON — I-93 NOISE BARRIERS, MILTON TO QUINCY — ID #: 071715

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install noise barriers on I-93, Northbound and Southbound, from Milton to Quincy. Work for this project will also occur in Quincy.

Federal Funds:	$2,610,000
State Funds:	$290,000
Total Funds:	$2,900,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: INTERSTATE TRANSFER
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$609,388
State Funds:	$107,539
Total Funds:	$716,927

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: METROPOLITAN HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: This portion of the project includes funding anticipated to be received from the enactment of legislation creating the Metropolitan Highway System.

Federal Funds:	$0
State Funds:	$200,000,000
Total Funds:	$200,000,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $15,000,000 for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994, [illegible],000,000 for the proposed phased obligation of Contract # C12A3, and $48,125,000 to fund other Artery contracts.

Federal Funds:	$62,500,000
State Funds:	$15,625,000
Total Funds:	$78,125,000

BEVERLY — CABOT ST. — ID #: 219

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Cabot Street from the Beverly-Salem Bridge at Rantoul Street to Roosevelt Avenue.

Federal Funds:	$0
State Funds:	$3,250,000
Total Funds:	$3,250,000

BEVERLY — RTE. 1A — ID #: 077158

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 1A from Roosevelt Avenue to the Wenham town-line.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

BOLTON — RTE. 117 (MAIN ST.) — ID #: 600580

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 117 (Main Street), from I-495 to the Stow town-line.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

BOSTON — BRIGHTON AVE. — ID #: 008105

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Brighton Avenue from Packard's Corner, Brighton, to Union Square, Allston.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

BOSTON — CAMBRIDGE, TREMONT & WASHINGTONS STS. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Cambridge Street, Tremont Street, and Washington Street from Union Square to the Newton city-line.

Federal Funds:	$0
State Funds:	$12,000,000
Total Funds:	$12,000,000

BOSTON — COMMONWEALTH AVE. — ID #: 600635

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Commonwealth Avenue from Packard's Corner to Warren Street. Includes the relocation of Green Line tracks, the installation of lighting, and the provision of access for people with disabilities.

Federal Funds:	$0
State Funds:	$25,000,000
Total Funds:	$25,000,000

BOSTON — MASSACHUSETTS AVE. — ID #: 600636

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Massachusetts Avenue from the Southeast Expressway to Edward Everett Square.

Federal Funds:	$0
State Funds:	$8,000,000
Total Funds:	$8,000,000

BOSTON — SIGNAL CONTROL REPLACEMENT — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Replace signal controls at 44 locations.

Federal Funds:	$0
State Funds:	$3,500,000
Total Funds:	$3,500,000

BOSTON — SIGNAL CONTROL REPLACEMENT — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace signal controls at 54 locations.

Federal Funds:	$0
State Funds:	$1,800,000
Total Funds:	$1,800,000

BROOKLINE — FIRE STATIONS 6 & 7 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections for the fire stations on Washington Street and Hammond Street.

Federal Funds:	$0
State Funds:	$150,000
Total Funds:	$150,000

KLINE — HARVARD ST.-MARION ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Improve signals at the intersection of Harvard Street and Marion Street

Federal Funds:	$0
State Funds:	$70,000
Total Funds:	$70,000

BROOKLINE — NEWTON ST.-GROVE ST. — ID #: nding

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Improve signals at intersection of Newton Street and Grove Street.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

BURLINGTON — RTE. 3 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Preliminary Design & Engineering
Description: This project is funded for $3 million in the Transportation Bond Bill (includes construction costs). This portion of the project includes Preliminary Design and Engineering only.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

BURLINGTON — RTE. 62 (BEDFORD ST.) — ID #: 600526

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 62 (Bedford Street) from Francis Wyman Road to the Bedford town-line, and perform related work.

Federal Funds:	$0
State Funds:	$155,000
Total Funds:	$155,000

CAMBRIDGE — MASSACHUSETTS AVE. — ID #: 600300

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Massachusetts Avenue from Lafayette Square to Memorial Drive, and perform related work (e.g., install signals, improve intersections).

Federal Funds:	$0
State Funds:	$5,500,000
Total Funds:	$5,500,000

CARLISLE — RTE. 225 — ID #: 600449

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 225 (Westford Road) from the Westford town-line to Munroe Hill Road, and perform related work.

Federal Funds:	$0
State Funds:	$80,000
Total Funds:	$80,000

CHELSEA — EASTERN AVENUE CORRIDOR — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Make various improvements to Eastern Avenue.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

DEDHAM — RTE. 1, 2 BRIDGES — ID #: 075411

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Route 1 Bridge (D-5-30) over Williams Street and the Route 1 Bridge (D-5-29) over Route 135 (High Street).

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

DOVER — DOVER RD. BRIDGE — ID #: 600744

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Dover Road Bridge (D-10-2 = N-4-9). Work for this project will also occur in Needham.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

FOXBOROUGH — NORTH ST. — ID #: 600283

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct North Street from Route 1 to Route 140, and improve intersections, sidewalks, and drainage.

Federal Funds:	$0
State Funds:	$3,500,000
Total Funds:	$3,500,000

FRAMINGHAM — RTE. 30 (COCHITUATE RD.)-SPEEN ST. — ID #: 110952

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 30 (Cochituate Road) and Speen Street.

Federal Funds:	$0
State Funds:	$1,600,000
Total Funds:	$1,600,000

FRAMINGHAM — RTE. 9-CALDOR RD. & W. PARK DR. — ID #: 600504

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Route 9 at Caldor Road and at West Park Drive.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

FRAMINGHAM — RTE.135 (WAVERLY ST.) — ID #: 600577

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 135 (Waverly Street), and perform related work.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

FRANKLIN — UNION ST.-KING ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Union Street and King Street.

Federal Funds:	$0
State Funds:	$1,700,000
Total Funds:	$1,700,000

GLOUCESTER — RTE. 127A — ID #: 600473

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 127A (Bass Avenue & Thatcher Road).

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

GLOUCESTER — RTE. 128-BASS AVE. — ID #: 041504

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install signals and widen Route 128 at Bass Avenue.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

HANOVER — RTE. 123 (WEBSTER ST.) — ID #: 600404

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 123 (Webster Street), and perform related work.

Federal Funds:	$0
State Funds:	$298,550
Total Funds:	$298,550

HANOVER — RTE. 53, PHASE 1B — ID #: 114501

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 53.

Federal Funds:	$0
State Funds:	$4,000,000
Total Funds:	$4,000,000

HINGHAM — RTE. 3A BRIDGE — ID #: 600964

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Route 3A Bridge (H-15-5) over the MBTA.

Federal Funds:	$0
State Funds:	$600,000
Total Funds:	$600,000

HOLLISTON — RTE 16 -RTE. 126 — ID #: 600571

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 16 (Washington Street) and Route 126 (Concord Street).

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

HUDSON — MAIN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Main Street from High Street to the Stow town-line.

Federal Funds:	$0
State Funds:	$1,250,000
Total Funds:	$1,250,000

IPSWICH — DOWNTOWN PARKING — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Construct additional parking in downtown Ipswich.

Federal Funds:	$0
State Funds:	$150,000
Total Funds:	$150,000

IPSWICH — RTE. 1-LINEBROOK RD. — ID #: 600066

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install signals at the intersection of Route 1 and Linebrook Road.

Federal Funds:	$0
State Funds:	$150,000
Total Funds:	$150,000

MARLBOROUGH — RTE. 20 (EAST) — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 20 (East) at Fafard/Indian Hill from Raytheon traffic lights to west of Farm Road.

Federal Funds:	$0
State Funds:	$1,350,000
Total Funds:	$1,350,000

MEDFORD — BOSTON AVE.-COLLEGE AVE. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Boston Avenue and College Avenue.

Federal Funds:	$0
State Funds:	$250,000
Total Funds:	$250,000

MIDDLETON — RTE. 62 (MAPLE ST.) — ID #: 118601

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the geometrics and signals on Route 62 (Maple Street) from the Ipswich Riverr to the Danvers town-line.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

MILFORD — DILLA ST.-PURCHASE ST. — ID #: 600631

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Dilla Street and Purchase Street.

Federal Funds:	$0
State Funds:	[illegible]
Total Funds:	[illegible]

MILFORD — HIGHLAND ST.-[illegible]ST ST. — ID #: 600631

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Highland Street and West Street.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

MILFORD — WEST FOUNTAIN, FOUNTAIN & CONGRESS STS. — ID #: 600631

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct West Fountain [illegible]et, Fountain Street, and Congress Street.

Fede[illegible] Funds:	
State[illegible]nds:	$15[illegible]
Total Funds:	$150,[illegible]

NATICK — RTE. 135 & RTE. 27 — ID #: 600573

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 135 at East Central Street and West Central Street & Route 27 at North Main Street ans South Main Street, and perfrom related work.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

NORFOLK — MAIN ST. BRIDGE — ID #: 600763

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Main Street Bridge (N-13-13) over the Stop River.

Federal Funds:	$0
State Funds:	$350,000
Total Funds:	$350,000

NORWOOD — PENDERGAST CIRCLE BRIDGE (NB) — ID #: 600766

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the deck on the northbound Pendergast Circle Bridge (N-25-23) over Route 1.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

NORWOOD — PENDERGAST CIRCLE BRIDGE (SB) — ID #: 600767

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the deck on the southbound Pendergast Circle Bridge (N-25-22) over Route 1.

Federal Funds:	$0
State Funds:	$400,000
Total Funds:	$400,000

ROCKPORT — RTE. 127 & RTE. 127A — ID #: 600447

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 127 and Route 127A, and perform related work.

Federal Funds:	$0
State Funds:	$665,000
Total Funds:	$665,000

SALEM — IMPROVE SAFETY AT 4 INTERSECTIONS — ID #: 180531

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety at the following intersections: Route 107 at Swampscott Road; Route 1A at Canal Street & Jefferson Avenue; Essex Street at North Street & Summer Street; and Route 107 at Essex Street & Boston Street.

Federal Funds:	$0
State Funds:	$1,145,000
Total Funds:	$1,145,000

SAUGUS — WALNUT ST. — ID #: 024711

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct a section of Walnut Street, and perform related work.

Federal Funds:	$0
State Funds:	$1,250,000
Total Funds:	$1,250,000

SHERBORN — SOUTH MAIN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct South Main Street from Sawin Street to Route 115.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

SOMERVILLE — CEDAR ST. BRIDGE — ID #: 011600

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Cedar Street Bridge (S-17-12) over MBTA's New Hampshire Route, Main Line.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

SOMERVILLE — SCHOOL ST. BRIDGE — ID #: 127900

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the School Street Bridge (S-17-8) over MBTA's New Hampshire Route, Main Line.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

SOMERVILLE — WALNUT ST. BRIDGE — ID #: 137349

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Walnut Street Bridge (S-17-6) over MBTA's New Hampshire Route, Main Line.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

STOUGHTON — RTE. 139 BRIDGE — ID #: 600772

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the deck on the Route 139 (Lindelof Way) Bridge (S-28-9) over Route 24.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

SWAMPSCOTT — RTE. 129 (HUMPHREY ST.) — ID #: 600989

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 129 (Humphrey Street) from the Lynn city-line to Puritan Road.

Federal Funds:	$0
State Funds:	$900,000
Total Funds:	$900,000

WALPOLE — RTE. 1A — ID #: 600671

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 1A, and perform related work.

Federal Funds:	$0
State Funds:	$3,000,000
Total Funds:	$3,000,000

WALTHAM — BUS PURCHASE — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Community
Project Stage: N/A
Description:

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

WALTHAM — RTE. 117 (MAIN ST).-BEAR HILL RD. — ID #: 600644

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Main Street and Bear Hill Road. Includes the rehabilitation of the Route 117 (Main Street) Bridge (W-4-28) over I-95.

Federal Funds:	$0
State Funds:	$800,000
Total Funds:	$800,000

WATERTOWN — RTE. 20 (NORTH BEACON ST.) — ID #: 600745

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 20 (North Beacon Street).

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

WELLESLEY — ROCKLAND ST. BRIDGE — ID #: 600776

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Rockland Street bridge (W13-7) over Conrail.

Federal Funds:	$0
State Funds:	$300,000
Total Funds:	$300,000

WESTWOOD — GAY ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Gay Street from Route 1A (Washington Street) to Milk Street.

Federal Funds:	$0
State Funds:	$1,200,000
Total Funds:	$1,200,000

WESTWOOD — HIGH ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct High Street from Summer Street to Gay Street.

Federal Funds:	$0
State Funds:	$1,560,000
Total Funds:	$1,560,000

WESTWOOD — NAHATAN ST. — ID #: 600272

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Nahatan Street from High Street to the Norwood town-line.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

WESTWOOD — OAK ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Oak Street from Pond Street to Spruce Street.

Federal Funds:	$0
State Funds:	$560,000
Total Funds:	$560,000

WESTWOOD — POND ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Pond Street from Clapboardtree Street to High Street/Nahaton Street.

Federal Funds:	$0
State Funds:	$840,000
Total Funds:	$840,000

WESTWOOD — RTE. 1A TURNBACK — ID #: 600779

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Route 1A turnback.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

WEYMOUTH — COLUMBIAN ST. BRIDGE — ID #: 015860

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Columbian Street Bridge (W32-9) over the Bay Colony Railroad, and perform related work.

Federal Funds:	$0
State Funds:	$750,000
Total Funds:	$750,000

WINTHROP — RTE. 145 — ID #: 600523

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 145 from Upland Road to Main Street, and perform related work.

Federal Funds:	$0
State Funds:	$520,000
Total Funds:	$520,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: SECTION 3 (FIXED GUIDEWAY)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$52,594,063
State Funds:	$13,148,516
Total Funds:	$65,742,579

BOSTON — SOUTH BOSTON PIERS TRANSITWAY — ID #: N/A

Funding Program: SECTION 3 (NEW STARTS)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Design & Construction
Description: The MBTA is proposing to develop a transit link between South Station and the South Boston Piers area.

Federal Funds:	$86,200,000
State Funds:	$21,550,000
Total Funds:	$107,750,000

CAPE ANN — GLOUCESTER INTERMODAL RAIL STATION — ID #: N/A

Funding Program: SECTION 3 (LIVABLE COMMUNITY INITIATIVE)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Design & Engineering
Description: Perform preliminary engineering and design of the Gloucester Intermodal Rail Station. Funding for this project is contingent on the award of a grant from FTA.

Federal Funds:	$480,000
State Funds:	$120,000
Total Funds:	$600,000

BOSTON — BOSTON ENGINE TERMINAL, PHASE 2 — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Reconstruct the MBTA's commuter-rail maintenance facility. [Assumes FTA approval of a capital lease.]

Federal Funds:	$16,000,000
State Funds:	$4,000,000
Total Funds:	$20,000,000

BOSTON — YARD, TRACK, & SIGNAL MODIFICATION — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Install new tracks, signals, and communication systems at 6 locations within the 5 yards of the South Station area.

Federal Funds:	$23,993,841
State Funds:	$5,998,460
Total Funds:	$29,992,301

CANTON — CANTON VIADUCT — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Improve the Canton Viaduct to support high-speed, commuter-rail service.

Federal Funds:	$4,000,000
State Funds:	$1,000,000
Total Funds:	$5,000,000

CAPE ANN — CATA SUPPORT EQUIPMENT AND SERVICES — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: Purchase support equipment and services.

Federal Funds:	$30,000
State Funds:	$7,500
Total Funds:	$37,500

BOSTON REGION — MBTA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Implementation
Description: The MBTA is eligible for operating assistance under FTA's Sect 9 Form Program which aids the annual operation bua

Federal Funds:	$18,210,443
State Funds:	$18,21 43
Total Funds:	$36,4

CAPE ANN — CATA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: CATA is eligible for operating assistance under FTA's Section 9 Formula Program which aids the annual operating budget for transit service provided in the MBTA service district.

Federal Funds:	$45,000
State Funds:	$45,000
Total Funds:	$90,000

BOSTON — SIGNAL CONTROL REPLACEMENT — ID #: 600184

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace signal controls at 300 intersections.

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

CAMBRIDGE — ENTERPISE ZONE BUS SYSTEM — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Purchase buses and build refueling infrastructure.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

CAPE ANN — CATA BUS PURCHASE — ID #: N/A

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: Purchase 4 buses.

Federal Funds:	$720,000
State Funds:	$180,000
Total Funds:	$900,000

LEXINGTON — LEXPRESS TRANSIT VEHICLE PURCHASE — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Purcahse transit vehicles

Federal Funds:	$368,000
State Funds:	$92,000
Total Funds:	$460,000

MEDFORD — WELLINGTON STATION PEOPLE-MOVER — ID #: N/A

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Install a people-mover at Wellington Station.

Federal Funds:	$720,000
State Funds:	$180,000
Total Funds:	$900,000

SWAMPSCOTT — ATLANTIC AVE. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Atlantic Avenue from Paradise Road to the Lynn town-line.

Federal Funds:	$42,400
State Funds:	$10,600
Total Funds:	$53,000

SWAMPSCOTT — BURPEE RD. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Burpee Road from Essex Street to Jessie Street.

Federal Funds:	$8,800
State Funds:	$2,200
Total Funds:	$11,000

SWAMPSCOTT — ESSEX ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Essex Street from the Lynn town-line to the Salem town-line.

Federal Funds:	$56,800
State Funds:	$14,200
Total Funds:	$71,000

SWAMPSCOTT — FARRAGUT RD. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Farragut Road from Monument Avenue to Paradise Road.

Federal Funds:	$11,200
State Funds:	$2,800
Total Funds:	$14,000

SWAMPSCOTT — FOREST AVE. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Forest Avenue from the dead-end to Greenwood Avenue.

Federal Funds:	$92,000
State Funds:	$23,000
Total Funds:	$115,000

SWAMPSCOTT — HUMPHREY ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Humphrey Street from Millett Road to the Marblehead town-line.

Federal Funds:	$60,000
State Funds:	$15,000
Total Funds:	$75,000

SWAMPSCOTT — PHILLIPS AVE. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Phillips Avenue from Ocean Avenue to Atlantic Avenue.

Federal Funds:	$68,800
State Funds:	$17,200
Total Funds:	$86,000

SWAMPSCOTT — PLEASANT ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Pleasant Street from Humphrey Street to Sargent Road.

Federal Funds:	$16,800
State Funds:	$4,200
Total Funds:	$21,000

SWAMPSCOTT — PURITAN RD. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Puritan Road.

Federal Funds:	$47,600
State Funds:	$11,900
Total Funds:	$59,500

SWAMPSCOTT — REDINGTON ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Redington Street from Forest Avenue to Humphrey Street.

Federal Funds:	$48,000
State Funds:	$12,000
Total Funds:	$60,000

BOSTON — BICYCLE PATH — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a bicycle path from the Neponset River Bridge to Dorchester Lower Mills.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

BOSTON — SOUTH ST. PEDESTIRAN WAY — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a pedestrian way on South Street from the Forest Hills MBTA Station to the Arnold Arboretum.

Federal Funds:	$312,800
State Funds:	$78,200
Total Funds:	$391,000

CAMBRIDGE — ALEWIFE/FRESH POND CORRIDOR — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Perform intermodal improvements.

Federal Funds:	$1,188,000
State Funds:	$297,000
Total Funds:	$1,485,000

CHELSEA — BICYCLE PATH & PEDESTRIAN WALKWAY — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a bicycle path and pedestrian way from Eastern Avenue to the Washington Street Commuter Rail Station.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

FRAMINGHAM — DOWNTOWN STREETSCAPE — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Improve sidewalks, ramps, signage, and landscaping.

Federal Funds:	$65,578
State Funds:	$16,395
Total Funds:	$81,973

LYNNFIELD — REEDY MEADOW — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Right-of-Way Acquisition
Description:

Federal Funds:	$320,000
State Funds:	$80,000
Total Funds:	$400,000

NEWTON — BICYCLE TRAILS PROJECT — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install signs along various routes; provide street markings for bicycle lanes; and, reproduce a bicycle map for public distribution.

Federal Funds:	$4,000
State Funds:	$1,000
Total Funds:	$5,000

PEABODY — BIKEWAY & GREENWAY — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description:

Federal Funds:	$1,205,837
State Funds:	$301,459
Total Funds:	$1,507,296

PEABODY — RIVERWALK — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description:

Federal Funds:	$1,258,752
State Funds:	$314,688
Total Funds:	$1,573,440

SALEM — MULTI-PURPOSE TRAIL SYSTEM — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description:

Federal Funds:	$729,486
State Funds:	$182,371
Total Funds:	$911,857

SALEM — SIGNS, MARKERS & BROCHURES — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: N/A
Description:

Federal Funds:	$68,000
State Funds:	$17,000
Total Funds:	$85,000

SOMERVILLE — BICYCLE PATH — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Extend the bicycle path.

Federal Funds:	$40,000
State Funds:	$10,000
Total Funds:	$50,000

WEYMOUTH — PURITAN RD. POLLUTION CONTROL — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Control storm water pollution.

Federal Funds:	$46,400
State Funds:	$11,600
Total Funds:	$58,000

IPSWICH — RTES. 1A & 133 (CENTRAL ST. & HIGH ST.) — ID #: 600458

Funding Program: STP/RURAL
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 1A (Central Street) and Route 133 (High Street) from Choates Bridge to the High Street Bridge, and perform related work.

Federal Funds:	$220,000
State Funds:	$55,000
Total Funds:	$275,000

TOPSFIELD — RTE. 1-RTE. 97 — ID #: 600596

Funding Program: STP/RURAL
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Upgrade the signals at the intersection of Route1 and Route 97.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

BEDFORD — RTE. 62-RTE. 3 — ID #: 108504

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety at the intersection of Route 62 and Route 3.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

60,815,249

BOSTON — ALBANY ST.-SOUTHEAST EXPRESSWAY — ID #: 600002

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Albany Street and the Southeast Expressway southbound ramp.

Federal Funds:	$720,000
State Funds:	$180,000
Total Funds:	$900,000

BURLINGTON — RTE. 3A-FRANCIS WYMAN RD. — ID #: 600592

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve signals at Route 3A and Francis Wyman Road.

Federal Funds:	$48,000
State Funds:	$12,000
Total Funds:	$60,000

GLOUCESTER — WESTERN AVE.-CENTENNIAL AVE. — ID #: 086601

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the signalization at the intersection of Western Avenue and Centennial Avenue at the Blyman Canal Bridge.

Federal Funds:	$120,000
State Funds:	$30,000
Total Funds:	$150,000

LYNN — WESTERN AVE.-CENTRE ST. — ID #: 600040

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Western Avenue and Centre Street.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

LYNNFIELD — SALEM ST.-WALNUT ST. — ID #: 600641

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Salem Street and Walnut Street.

Federal Funds:	$280,000
State Funds:	$70,000
Total Funds:	$350,000

PEABODY — LYNN ST.-COUNTY ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: Install traffic signals at the intersection of Lynn Street and County Street.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: This portion of the project includes the proposed phased obligation of $15,000,000 for Contract # C12A3 and $18,750,000 for the proposed phased obligation of Contract # C15A3.

Federal Funds:	$27,000,000
State Funds	$6,750,000
Total Funds:	$33,750,000

HUDSON — RTE. 62 (CENTRAL ST.) — ID #: 600575

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 62 (Central Street) from Coolidge Street to Wilkins Street.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

HULL — RTE. 228 (NANTASKET AVE) — ID #: 600414

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 228 (Nantasket Avenue), and perform related work.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

MARLBOROUGH — RTE. 20 (EAST) — ID #: 600630

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 20 (East) from Concord Road to Wilson Street.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

NEWTON — RTE. 16 (WASHINGTON ST.) — ID #: 600894

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 16 (Washington Street) from Route 30 (Commonwealth Avenue) to Route 128.

Federal Funds:	$880,000
State Funds:	$220,000
Total Funds:	$1,100,000

NORFOLK — RTE. 115 (ROCKWOOD RD.) — ID #: 600384

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 115 (Rockwood Road), and perform related work.

Federal Funds:	168,000
State Funds:	$42,000
Total Funds:	$210,000

NORWOOD — RTE. 1A (WASHINGTON ST.) — ID #: 600383

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 1A (Washington Street), and perform related work.

Federal Funds:	$97,016
State Funds:	$24,254
Total Funds:	$121,270

ROCKPORT — PARK & RIDE FACILITY — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a park & ride lot on Upper Main Street (Route 127).

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

SAUGUS — HAMILTON ST. BRIDGE — ID #: 180506

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Hamilton Street Bridge (S5-14) over the Saugus River, and perform related work.

Federal Funds:	$136,000
State Funds:	$34,000
Total Funds:	$170,000

SCITUATE — RTE. 123 — ID #: 600355

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 123 from the Norwell town-line to Chief Justice Cushing Way.

Federal Funds:	$51,200
State Funds:	$12,800
Total Funds:	$64,000

WALPOLE — RTE. 27 (EAST ST.) — ID #: 600345

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 27 (East Street) from Main Street to High Plain Street, and perform related work.

Federal Funds:	$64,000
State Funds:	$16,000
Total Funds:	$80,000

WESTON — RTE. 117 (NORTH AVE.) — ID #: 600453

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 117 (North Avenue) from the Waltham city-line to Church Street.

Federal Funds:	$64,000
State Funds:	$16,000
Total Funds:	$80,000

WRENTHAM — RTE. 140 (FRANKLIN ST.) — ID #: 600418

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface a section of Route 140 (Franklin Street), and perform related work.

Federal Funds:	$32,000
State Funds:	$8,000
Total Funds:	$40,000

FY 1997 ELEMENT OF THE 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM

Program Summary

Funding Program	# of Projects	Federal Funds Programmed	Matching Funds Programmed	Total Funds Programmed
Bridge Program (Off-System)	5	$ 1,920,800	$ 480,200	$ 2,401,000
Bridge Program (On-System)	1	$ 52,086,250	$ 13,021,563	$ 65,107,813
Congestion Mitigation/Air Quality Improvement	8	$ 10,609,826	$ 2,652,456	$ 13,262,282
Interstate Construction	1	$216,771,428	$ 24,085,714	$ 240,857,142
Interstate Maintenance	2	$ 19,462,500	$ 2,162,500	$ 21,625,000
Interstate Transfer	1	$ 609,388	$ 107,539	$ 716,927
Metropolitan Highway System	1	$ 0	$200,000,000	$ 200,000,000
National Highway System	1	$ 62,000,000	$ 15,500,000	$ 77,500,000
Non-Federal Aid	44	$ 0	$103,405,174	$ 103,405,174
Section 3 (Fixed Guideway)	1	$ 52,594,063	$ 13,148,516	$ 65,742,579
Section 3 (New Starts)	1	$ 74,300,000	$ 18,575,000	$ 92,875,000
Section 3 (Livable Community Initiative)	0	$ 0	$ 0	$ 0
Section 9 (Capital)	4	$ 43,223,841	$ 10,805,960	$ 54,029,801
Section 9 (Operating)	2	$ 18,255,443	$ 18,255,443	$ 36,510,886
Section 16 (Mobility Assistance)	0	$ 0	$ 0	$ 0
Section 18 (Paratransit Assistance)	0	$ 0	$ 0	$ 0
Surface Transportation Program /Boston Earmark	61	$ 71,376,000	$ 17,844,000	$ 89,220,000
Surface Transportation Program/Enhancement	10	$ 12,626,424	$ 3,156,606	$ 15,783,030
Surface Transportation Program/Rural	1	$ 180,000	$ 70,000	$ 250,000
Surface Transportation Program/Safety	22	$ 8,788,000	$ 2,197,000	$ 10,985,000
Surface Transportation Program/Statewide	42	$126,496,000	$ 31,624,000	$ 158,120,000
Total	**208**	**$771,299,963**	**$477,091,671**	**$1,248,391,634**

BOSTON — SILVER ST. BRIDGE — ID #: 129320

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Silver Street Bridge (B-16-204) over Conrail.

Federal Funds:	$480,000
State Funds:	$120,000
Total Funds:	$600,000

CONCORD — MONUMENT ST. BRIDGE — ID #: Pending

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Monument Street Bridge (C-19-13) over the Concord River.

Federal Funds:	$254,400
State Funds:	$63,600
Total Funds:	$318,000

GLOUCESTER — THATCHER RD. BRIDGE — ID #: 133850

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Thatcher Road Bridge (G-5-9) over Good Harbor Beach Creek.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

HAMILTON — CUTLER RD. BRIDGE — ID #: 018115

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Cutler Road Bridge (H-3-1) over the MBTA, Eastern Route Main Line.

Federal Funds:	$403,200
State Funds:	$100,800
Total Funds:	$504,000

SOMERVILLE — SYCAMORE ST. BRIDGE — ID #: 133109

Funding Program: BRIDGE (OFF-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Sycamore Street Bridge (S-17-9) over the MBTA, New Hampshire Main Line Railroad, and perform related work.

Federal Funds:	$543,200
State Funds:	$135,800
Total Funds:	$679,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: BRIDGE (ON-SYSTEM)
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: All of the funds for this portion of the project are for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994.

Federal Funds:	$52,086,250
State Funds:	$13,021,563
Total Funds:	$65,107,813

BOSTON — CONGRESS ST. OVERPASS — ID #: 016700

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a pedestrian overpass, connecting City Hall Plaza and 60 State Street.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

BOSTON — LOGAN AIRPORT PARKING FACILITY — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Massport
Project Stage: Construction
Description: Construct a remote parking facility at Logan Airport.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

BOSTON — SOUTHEAST EXPRESSWAY HOV LANE, PHASE 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a High-Occupancy-Vehicle Lane on the Southeast Expressway.

Federal Funds:	$760,000
State Funds:	$190,000
Total Funds:	$950,000

BOSTON REGION — CLEAN CITIES, PROJECT 2, PHASE 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund the cost-differential of purchasing alternative-fuel vehicles, establish fueling stations, and conduct training.

Federal Funds:	$2,812,800
State Funds:	$703,200
Total Funds:	$3,516,000

BOSTON REGION — TMAs FORMATION, PHASE 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Provide financial assistance for the formation of new Transportation Management Associations.

Federal Funds:	$206,113
State Funds:	$51,528
Total Funds:	$257,641

BOSTON REGION — TMAs NEW INITIATIVES, PHASE 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Implementation
Description: Fund new initiatives of Transportation Mangement Associations.

Federal Funds:	$590,913
State Funds:	$147,728
Total Funds:	$738,641

FRAMINGHAM — IVHS TRAFFIC OPERATIONS CENTER — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a traffic operations center at the State Police Barracks in Framingham.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

STATEWIDE — TRANSPORTATION DEMAND MANAGEMENT, PHASE 3 — ID #: Pending

Funding Program: CONGESTION MITIGATION/AIR QUALITY IMPROVEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Implementation
Description: This funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may or may not be spent in the Boston Region.

Federal Funds:	$1,440,000
State Funds:	$360,000
Total Funds:	$1,800,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: INTERSTATE CONSTRUCTION
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project is for Artery contracts that are eligible for Interstate funding.

Federal Funds:	$216,771,428
State Funds:	$24,085,714
Total Funds:	$240,857,142

MARLBOROUGH — RTE. I-495 INTERCHANGE — ID #: 063615

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct an interchange to Route I-495 between Route 9 & Route 20.

Federal Funds:	$10,800,000
State Funds:	$1,200,000
Total Funds:	$12,000,000

READING — RTE.129, READING TO WILMINGTON — ID #: 089201

Funding Program: INTERSTATE MAINTENANCE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construciton
Description: Construct additional ramps at the interchange of Interstate 93 and Route 129, reconstruct the bridge, and widen Route 129. Work for this project will also occur in Wilmington.

Federal Funds:	$8,662,500
State Funds:	$962,500
Total Funds:	$9,625,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: INTERSTATE TRANSFER
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$609,388
State Funds:	$107,539
Total Funds:	$716,927

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: METROPOLITAN HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: This portion of the project includes funding anticipated to be received from the enactment of legislation creating the Metropolitan Highway System.

Federal Funds:	$0
State Funds:	$200,000,000
Total Funds:	$200,000,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: NATIONAL HIGHWAY SYSTEM
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $39,064,688 for the phased obligation of Contract # C17A2, which was advertised on August 23, 1994; $5,549,895 for single-year contracts to be advertised in FY 97; $24, 894,467 for the 1997 costs of the proposed phased obligation of contracts to be advertised in FY 95; $6,861,038 for the 1997 costs of the proposed phased obligation of contracts to be advertised in 1996; and $1,129,912 for the proposed phased obligation of Contract # C15A1 to be advertised in FY 97

Federal Funds:	$62,000,000
State Funds:	$15,500,000
Total Funds:	$77,500,000

ACTON — RTE. 2, ACTON TO CONCORD — ID #: 096902

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 2 from Route 111 in Acton to Sudbury Road in Concord, and perform related work. Work for this project will also occur in Concord.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

BEVERLY — PARK & RIDE FACILITY, BEVERLY DEPOT — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Construct a parking facility at the Beverly Commuter Rail Station.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

BEVERLY — RANTOUL ST. — ID #: 600220

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Rantoul Street from Cabot Street North to Cabot Street South.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

BOSTON — BOLTON ST. BRIDGE — ID #: 006308

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Bolton Street Bridge (B-16-208) over Conrail.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

BOSTON — DORCHESTER BICYCLE PATH — ID #: 005625

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a bicycle path from Victory Road Park to Tenean Beach.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

BOSTON — WASHINGTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Washington Street from Dudley Street to the Massachusetts Turnpike.

Federal Funds:	$0
State Funds:	$7,058,824
Total Funds:	$7,058,824

BOSTON — WEST SECOND ST. BRIDGE — ID #: 140276

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the West Second Street Bridge (B-16-209) over Conrail, and perform related work.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

BOSTON REGION — MBTA PARK & RIDE FACILITIES — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Construct park & ride facilities at various MBTA commuter rail and rapid transit stations.

Federal Funds:	$0
State Funds:	$8,500,000
Total Funds:	$8,500,000

BOSTON REGION — RESURFACING PROJECTS, TO BE IDENTIFIED — ID #: N/A

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface and reconstruct locally maintained roads that are eligible for federal-aid.

Federal Funds:	$0
State Funds:	$11,011,850
Total Funds:	$11,011,850

COHASETT — NORTH MAIN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of North Main Street and King Street & North Main Street and Forest Avenue.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

DANVERS — CENTER ST.-HOBART ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the traffic signals at the intersection of Center Street and Hobart Street.

Federal Funds:	$0
State Funds:	$100,000
Total Funds:	$100,000

DANVERS — RTE.114-RTE. 1 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 114 and Route 1.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

DEDHAM — SPRING ST. BRIDGE — ID #: 030835

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Spring Street Bridge (D-5-4 = B-16-177) over the Charles River. Work for this project will also occur in Boston.

Federal Funds:	$0
State Funds:	$1,000,000
Total Funds:	$1,000,000

DOVER — CENTRE ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Centre Street and Haven Streeet & Dedham Street.

Federal Funds:	$0
State Funds:	$700,000
Total Funds:	$700,000

EVERETT — FERRY ST. & RT [illegible]AY) — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Ferry Street & Broadway at Everett Square and Glendale Square, from Sweetser Circle to the Malden city-line.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

EVERETT — CHUTE ST. & LYNN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Chute Street from Ferry Street to Broadway and Lynn Street from Broadway to the Malden city-line.

Federal Funds:	$0
State Funds:	$3,000,000
Total Funds:	$3,000,000

FRANKLIN — CHESTNUT ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Chestnut Street from Route 140 to the Norfolk town-line.

Federal Funds:	$0
State Funds:	$2,100,000
Total Funds:	$2,100,000

FRANKLIN — LINCOLN ST. & MAIN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Lincoln Street and Main Street from Pleasant Street to the Medway town-line.

Federal Funds:	$0
State Funds:	$5,900,000
Total Funds:	$5,900,000

FRANKLIN — SUMMER ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Summer Street from King Street to the Wenham town-line.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

GLOUCESTER — PARK & RIDE FACILITY, COMMUTER RAIL STATION — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Construct a parking facility at the Gloucester commuter-rail station.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

LEXINGTON — BEDFORD ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Bedford Street from Route 128 to Hartwell Avenue.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

LEXINGTON — HARTWELL AVE. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Hartwell Avenue from Bedford Street to the entrance to Hanscom Field.

Federal Funds:	$0
State Funds:	$1,500,000
Total Funds:	$1,500,000

LYNN — RTE. 107 (WESTERN AVE.)-MAPLE ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 107 (Western Avenue) at Maple Street, from Center Street/Lynn Common to the Saugus River/G.E. Company.

Federal Funds:	$0
State Funds:	$2,800,000
Total Funds:	$2,800,000

MELROSE — ESSEX ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Essex Street from Main Street to Emerson Street.

Federal Funds:	$0
State Funds:	$216,250
Total Funds:	$216,250

MELROSE — GREEN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Green Street from Crystal Street to Franklin Street.

Federal Funds:	$0
State Funds:	$172,250
Total Funds:	$172,250

MELROSE — LEBANON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Lebanon Street from Main Street to the Malden city-line.

Federal Funds:	$0
State Funds:	$940,000
Total Funds:	$940,000

MELROSE — WASHINGTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Washington Street from the Fellsway East to the Malden city-line.

Federal Funds:	$0
State Funds:	$506,000
Total Funds:	$506,000

NEEDHAM — HIGHLAND AVE., NEEDHAM TO NEWTON — ID #: 032670

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Highland Avenue (Needham Street) from Route 128 in Needham to Centre Street and Walnut Street in Newton. Work for this project will also occur in Newton.

Federal Funds:	$0
State Funds:	$5,750,000
Total Funds:	$5,750,000

PEABODY — LOWELL ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Lowell Street and Endicott Street & Lowell Street and King Street.

Federal Funds:	$0
State Funds:	$130,000
Total Funds:	$130,000

QUINCY — FURNACE BROOK PARKWAY, DRAINAGE — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve drainage in the area of Furnace Brook Parkway.

Federal Funds:	$0
State Funds:	$10,000,000
Total Funds:	$10,000,000

SALEM — PARK & RIDE FACILITY, COMMUTER RAIL STATION — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/MBTA
Project Stage: Construction
Description: Construct additional paarking spaces at the Salem commuter-rail station.

Federal Funds:	$0
State Funds:	$4,500,000
Total Funds:	$4,500,000

SHERBORN — WASHINGTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Washington Street from Sawin Street to the Holliston town-line.

Federal Funds:	$0
State Funds:	$500,000
Total Funds:	$500,000

WALTHAM — WYMAN ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection at the junction of Wyman Street, Smith Street, and Lincoln Street.

Federal Funds:	$0
State Funds:	$560,000
Total Funds:	$560,000

WESTON — SOUTH ST. BRIDGE — ID #: 130375

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the South Street Bridge (W-29-22 = W-4-8) over Stony Brook. Work for this project will also occur in Waltham.

Federal Funds:	$0
State Funds:	$800,000
Total Funds:	$800,000

WESTWOOD — CANTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Canton Street from University Avenue to Route 128.

Federal Funds:	$0
State Funds:	$2,500,000
Total Funds:	$2,500,000

WESTWOOD — EAST ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct East Street from Route 128 to the Dedham town-line.

Federal Funds:	$0
State Funds:	$200,000
Total Funds:	$200,000

WESTWOOD — HARTFORD ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Hartford St[illegible]m High Rock Street to the Dover town-line.

Federal Funds:	$0
State Funds:	$2,000,000
Total Funds:	$2,000,000

WESTWOOD — WINTER ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Winter Street from Clapboardtree Street to the Norwood town-line.

Federal Funds:	$0
State Funds:	$700,000
Total Funds:	$700,000

WOBURN — RTE. I-93 — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct an interchnage on Route 1-93 at Commerce Way.

Federal Funds:	$0
State Funds:	$10,000,000
Total Funds:	$10,000,000

WRENTHAM — CREEK ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Creek Street from Route 121 (South Street) to Route 140 (Franklin Street).

Federal Funds:	$0
State Funds:	$270,000
Total Funds:	$270,000

WRENTHAM — PARK ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Park Street from Route 140 (Franklin Street) to the Norfolk town-line.

Federal Funds:	$0
State Funds:	$225,000
Total Funds:	$225,000

WRENTHAM — TAUNTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Taunton Street from Route 140 (East Street) to the Plainville town-line.

Federal Funds:	$0
State Funds:	$270,000
Total Funds:	$270,000

WRENTHAM — THURSTON ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Thurston Street from Route 140 (East Street) to Route 1 (Washnigton Street).

Federal Funds:	$0
State Funds:	$365,000
Total Funds:	$365,000

WRENTHAM — WEST ST. — ID #: Pending

Funding Program: NON-FEDERAL AID
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface West Street from Route 121 (West Street) to the Bellingham town-line.

Federal Funds:	$0
State Funds:	$430,000
Total Funds:	$430,000

SOUTH SHORE — OLD COLONY RESTORATION — ID #: N/A

Funding Program: SECTION 3 (FIXED GUIDEWAY)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: The MBTA is restoring commuter rail service on the Old Colony lines (Middleborough/Plymouth).

Federal Funds:	$52,594,063
State Funds:	$13,148,516
Total Funds:	$65,742,579

BOSTON — SOUTH BOSTON PIERS TRANSITWAY — ID #: N/A

Funding Program: SECTION 3 (NEW STARTS)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Design & Construction
Description: The MBTA is proposing to develop a transit link between South Station and the South Boston Piers area.

Federal Funds:	$74,300,000
State Funds:	$18,575,000
Total Funds:	$92,875,000

BOSTON — AQUARIUM SUBSTATION & VENT SHAFT — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Construct a new substation and vent shaft in conjunction with the Blue Line Modernization Program.

Federal Funds:	$12,000,000
State Funds:	$3,000,000
Total Funds:	$15,000,000

BOSTON — BOSTON ENGINE TERMINAL, PHASE 3 — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Reconstruct the MBTA's commuter-rail maintenance facility. [Assumes FTA approval of a capital lease.]

Federal Funds:	$16,000,000
State Funds:	$4,000,000
Total Funds:	$20,000,000

BOSTON — RED LINE, VENT SHAFTS — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Construction
Description: Construct 3 new vent shafts on the Red Line (R-8, R-9 & R-10) between South Station and Charles Street.

Federal Funds:	$15,193,841
State Funds:	$3,798,301
Total Funds:	$18,992,301

CAPE ANN — CATA SUPPORT EQUIPMENT AND SERVICES — ID #: N/A

Funding Program: SECTION 9 (CAPITAL)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: Purchase support equipment and services.

Federal Funds:	$30,000
State Funds:	$7,500
Total Funds:	$37,500

BOSTON REGION — MBTA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: MBTA/Same
Project Stage: Implementation
Description: The MBTA is eligible for operating assistance under FTA's Section 9 Formula Program which aids the annual operation budget.

Federal Funds:	$18,210,443
State Funds:	$18,210,443
Total Funds:	$36,420,886

CAPE ANN — CATA OPERATING ASSISTANCE — ID #: N/A

Funding Program: SECTION 9 (OPERATING)
Recipient/Sub-Recipient: CATA/Same
Project Stage: Implementation
Description: CATA is eligible for operating assistance under FTA's Section 9 Formula Program which aids the annual operating budget for transit service provided in the MBTA service district.

Federal Funds:	$45,000
State Funds:	$45,000
Total Funds:	$90,000

ACTON — ROUTE 62-HIGH ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the signalization at the intersection of Route 62 and High Street.

Federal Funds:	$38,400
State Funds:	$9,600
Total Funds:	$48,000

ACTON — RTE. 2A — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Perform various intersection improvements.

Federal Funds:	$440,000
State Funds:	$110,000
Total Funds:	$550,000

ARLINGTON — RTE. 2 BRIDGE — ID #: 600462

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Route 2 Bridge (A-10-11) over the pedestrian walkway.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

ASHLAND — HIGH ST. BRIDGE — ID #: 160060

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the High Street Bridge (A-14-12) over Conrail's Boston & Albany Line.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

BEDFORD — CROSBY DR., PROJECT 1 — ID #: 029490

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Work for this project will also occur in Billerica and Burlington.

Federal Funds:	$4,800,000
State Funds:	$1,200,000
Total Funds:	$6,000,000

BEDFORD — CROSBY DR., PROJECT 2 — ID #: 029491

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Middlesex Turnpike from Crosby Drive to the Burlington town-line. Work for this project will also occur in Billerica and Burlington.

Federal Funds:	$6,800,000
State Funds:	$1,700,000
Total Funds:	$8,500,000

BEDFORD — MIDDLESEX TURNPIKE-ROUTE 62 (BEDFORD ST.) — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the Middlesex Turnpike interchange at Route 62 (Bedford Street).

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

BELLINGHAM — SOUTH MAIN ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct South Main Street from Douglas Drive to Paine Street.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

BELMONT — PLEASANT ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Pleasant Street from Trapelo Road to the Arlington town-line.

Federal Funds:	$2,000,000
State Funds:	$500,000
Total Funds:	$2,500,000

BOSTON — ADAMS ST. BRIDGE — ID #: 000600

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Adams Street Bridge (B-16-3 = M-25-2) over the Neponset River. Work for this project will also occur in Milton.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

BOSTON — ALBANY ST./ BROADWAY BRIDGE — ID #: 000990

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Albany Street/Broadway Bridge (B-16-77) over the MBTA, and perform related work.

Federal Funds:	$720,000
State Funds:	$180,000
Total Funds:	$900,000

BOSTON — DORCHESTER AVE. BRIDGE — ID #: 020805

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Rehabilitate the Dorchester Avenue Bridge (B-16-199) over the MBTA.

Federal Funds:	$1,300,000
State Funds:	$325,000
Total Funds:	$1,625,000

BOSTON — ESSEX ST. — ID #: 111501

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Essex Street from Atlantic Avenue to Kingston Street.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

BOSTON — MASSACHUSETTS AVE. CONNECTOR — ID #: 043805

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface the Massachusetts Avenue Connector (interchange with the Southeast Expressway).

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

BOSTON — NORTHERN AVE. CONNECTOR RDS. — ID #: 053001

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct the Sleeper Street & Pittsburgh Street portions of Northern Aveneu and the Seaport Access Road.

Federal Funds:	$2,400,000
State Funds:	600,000
Total Funds:	$3,000,000

BOSTON — SOUTH ST. — ID #: 129325

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct South Street from Centre Street to the Arborway.

Federal Funds:	$3,600,000
State Funds:	$900,000
Total Funds:	$4,500,000

BOSTON — SULLIVAN SQ. OVERPASS — ID #: 011810

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Sulllivan Square Overpass (B-16-245).

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

BURLINGTON — CAMBRIDGE ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Cambridge Street and Skilton Lane & Cambridge Street and Winn Street.

Federal Funds:	$640,000
State Funds:	$160,000
Total Funds:	$800,000

CAMBRIDGE — CAMBRIDGEPORT BYPASS PROJECT — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Albany Street, Erie Street, Sidney Street, and Waverly Street , from Massachusetts Avenue to the BU Rotary (Memorial Drive).

Federal Funds:	$240,000
State Funds:	$600,000
Total Funds:	$3,000,000

CAMBRIDGE — CONCORD AVE. — ID #: 060480

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Concord Avenue from Alewife Brook Parkway to the Belmont town-line, and perform related work.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

CAMBRIDGE — MASSACHUSETTS AVE. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Massachusetts Avenue from Alewife Brook Parkway to Porter Square.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

CAMBRIDGE — WALDEN ST. BRIDGE — ID #: 160065

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Walden Street Bridge (C-1-13) over the MBTA Fitchburg Main Line.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

CHELSEA — BEACON ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Beacon Street at the Tobin Bridge off-ramp.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

CHELSEA — BEECH ST. & MAPLE ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Beech Stret and Maple Street.

Federal Funds:	$280,000
State Funds:	$70,000
Total Funds:	$350,000

CHELSEA — BROADWAY, PROJECT 1 — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Broadway from Williams Street to the Mystic River.

Federal Funds:	$560,000
State Funds:	$140,000
Total Funds:	$700,000

CHELSEA — BROADWAY, PROJECT 2 — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Broadway in the downtown area.

Federal Funds:	$480,000
State Funds:	$120,000
Total Funds:	$600,000

CHELSEA — EVERETT AVE.-CARTER ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Everett Avenue and Carter Street. Work includes widening and resurfacing Carter Street; installing a traffic signal, a crosswalk, signs, lighting and landscape; and striping.

Federal Funds:	$320,000
State Funds:	$80,000
Total Funds:	$400,000

CHELSEA — SPRUCE ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Spruce Street from Sixth Street to the B&M tracks.

Federal Funds:	$600,000
State Funds:	$150,000
Total Funds:	$750,000

CHELSEA — SPRUCE ST.-EVERETT AVE. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Spruce Street and Everett Avenue.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

CHELSEA — WILLIAMS ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Williams Street from Pear[illegible]et to Spruc[illegible]t.

Federal Funds:	$120,000
State Funds:	$30,000
Total Funds:	$150,000

CHELSEA — WILLIAMS ST -PEARL ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Williams Street and Pearl Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

CONCORD — RTE. 2 — ID #: 096890

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Route 2 (e.g., modify bridges and median barriers) from Elm Street to the Concord Rotary.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

DANVERS — ANDOVER ST.-RTE. I-95 — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Andover Street and I-95.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

DANVERS — PINE ST. — ID #: 600222

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Pine Street from Maple Street to Sylvan Street.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

FRAMINGHAM — RTE. 9-RTE. 126 — ID #: 124202

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 9 and Route 126. [This project is part of the Golden Triangle Project.]

Federal Funds:	$3,200,000
State Funds:	$800,000
Total Funds:	$4,000,000

HINGHAM — RTE. 228 — ID #: 600412

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 228, and perform related work.

Federal Funds:	$2,080,000
State Funds:	$520,000
Total Funds:	$2,600,000

HUDSON — CHAPIN RD. BRIDGE — ID #: 160040

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Chapin Road Bridge (H-25-2) over the Assabet River.

Federal Funds:	$448,000
State Funds:	$112,000
Total Funds:	$560,000

LINCOLN — RTE. 126 (CONCORD RD.) BRIDGE — ID #: 086461

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Route 126 (Concord Road) Bridge (L-12-2) over the B&M Railroad.

Federal Funds:	$560,000
State Funds:	$140,000
Total Funds:	$700,000

MALDEN — PEDESTRIAN BRIDGE — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a pedestrian bridge from the Malden MBTA Station to the Malden Government Center.

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

MIDDLETON — RTE. 114 (N. MAIN ST.) — ID #: 600227

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety and channelization on Route 114 (North Main Street).

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

MILTON — RTE. 28 (RANDOLPH AVE.) — ID #: 106901

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 28 (Randolph Avenue) from Reedsdale Road to the Quicny town-line.

Federal Funds:	$1,800,000
State Funds:	$450,000
Total Funds:	$2,250,000

NORTH READING — RTE. 62 — ID #: 600507

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 62 from Route 28 to the Middleton town-line, and perform related work.

Federal Funds:	$388,000
State Funds:	$97,000
Total Funds:	$485,000

NORWELL — RTE. 123 (MAIN ST.) — ID #: 600385

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 123 (Main Street), and perform related work.

Federal Funds:	$180,000
State Funds:	$45,000
Total Funds:	$225,000

PEABODY — DOWNTOWN PARKING — ID #: 600226

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Construct 79 replacement parking spaces in the downtown area.

Federal Funds:	$320,000
State Funds:	$80,000
Total Funds:	$400,000

REVERE — RTE. 107, 3 BRIDGES — ID #: 118160

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace three bridges on Route 107: R-5-7 over the Pines River, R-5-9 over Diamond Creek, and S-5-3 over East Boston Pines. work for this project will also occur in Saugus.

Federal Funds:	$3,200,000
State Funds:	$800,000
Total Funds:	$4,000,000

SAUGUS — RTE.1 & WALNUT ST. & WATER ST. — ID #: 180529

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 1 from Walnut Street to the Lynnfield town-line; reconstrcut Walnut Street from the Lynn city-line to Route 1; and reconstruct Water Street from Walnut St. to the Wakefield town-line.

Federal Funds:	$4,800,000
State Funds:	$1,200,000
Total Funds:	$6,000,000

SCITUATE — EDWARD FOSTER RD. (VETERANS' MEMORIAL BRIDGE) — ID #: 023399

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Veterans' Memorial Bridge (S-7-4), on Edward Foster Road, over Tidal Creek.

Federal Funds:	$640,000
State Funds:	$160,000
Total Funds:	$800,000

SOMERVILLE — LOWELL ST. 2 BRIDGES — ID #: 040550

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct 2 bridges on Lowell Street (S-17-11 & S-17-15) over the MBTA, New Hampshire Route Main Line.

Federal Funds:	$[illegible]000
State Funds:	$[illegible]00
Total Funds:	$1,[illegible].000

SOMERVILLE — WEBSTER AVE. BRIDGE — ID #: 137350

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Webster Avenue Bridge (S-17-16) over the MBTA, Fitchburg Main Line.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

WALTHAM — BEAVER ST.- FOREST ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Beaver Street and Forest Street.

Federal Funds:	$280,000
State Funds:	$70,000
Total Funds:	$350,000

WALTHAM — MAIN ST., PROJECT 1 — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Main Street, Linden Street & Ellison Park.

Federal Funds:	$208,000
State Funds:	$52,000
Total Funds:	$260,000

WALTHAM — MAIN ST., PROJECT 2 — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Main Street and Warren Street & Main Street and Barbara Street & Main Street and Gore Street.

ral Funds:	$424,000
State Funds:	$106,000
Total Funds:	$530,000

WALTHAM — MOODY ST.-HIGH ST. (MAPLE ST.) — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Moody Street and High Street (Maple Street).

Federal Funds:	$100,000
State Funds:	$25,000
Total Funds:	$125,000

WALTHAM — TRAPELO RD.-SMITH ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Trapelo Road and Smith Street.

Federal Funds:	$760,000
State Funds:	$190,000
Total Funds:	$950,000

WATERTOWN — PLEASANT ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Pleasant Street.

Federal Funds:	$1,440,000
State Funds:	$360,000
Total Funds:	$1,800,000

WAYLAND — RTE. 20 BRIDGE — ID #: 105121

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Route 20 Bridge (W-11-1) over the Sudbury River.

Federal Funds:	$640,000
State Funds:	$160,000
Total Funds:	$800,000

WELLESLEY — RTE. 16 (WASHINGTON ST.) — ID #: 600712

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 16 (Washington Street) from Grantland Road to the Newton city-line.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

WELLESLEY — WOODLAWN AVE. BRIDGE — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Woodlawn Avenue Bridge (W-13-5) over Conrail.

Federal Funds:	$360,000
State Funds:	$90,000
Total Funds:	$450,000

WESTWOOD — RTE. 109 (HIGH ST.)-SUMMER ST. — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 109 and Summer Street.

Federal Funds:	$360,000
State Funds:	$90,000
Total Funds:	$450,000

WEYMOUTH — COMMERCIAL ST. BRIDGE — ID #: Pending

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Commercial Street Bridge over the Herring Run.

Federal Funds:	$169,600
State Funds:	$42,400
Total Funds:	$212,000

WILMINGTON — RTE. 38 — ID #: 600455

Funding Program: STP/BOSTON
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Widen and reconstruct Route 38 from Wisser Street to Middlesex Avenue.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

ACTON — CONCORD RD. — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Improve the sidewalks on Concord Road from Route 27 to Route 2A.

Federal Funds:	$168,000
State Funds:	$42,000
Total Funds:	$210,000

ACTON — SCHOOL ST. — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Community
Project Stage: Construction
Description: Improve the sidewalks on School St. from Piper Road to Sandy Drive.

Federal Funds:	$168,000
State Funds:	$42,000
Total Funds:	$210,000

BOSTON — BOSTON HARBOR WATERFRONT — ID #:

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Massport
Project Stage: Construction
Description: Improve the Boston Harbor waterfront.

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

BOSTON — NORTHERN AVENUE BRIDGE — ID #: 053002

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Provide for the re-use of the Northern Avenue Bridge (B-16-184) at Fort Point Channel.

Federal Funds:	$4,120,000
State Funds:	$1,030,000
Total Funds:	$5,150,000

CAMBRIDGE — CAMBRIDGE COMMON — ID #: 060480

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Cambridge Common.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

CONCORD — MINUTEMAN BIKE PATH — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Extend the Minuteman bike path from Bedfor Center to Minuteman National Historic Park. [Contingent upon the results of a feasibility study.]

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

HOLLISTON — CONCORD ST. — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Washington Street and Concord Street & Washington Street and Curve Street.

Federal Funds:	$24,000
State Funds:	$6,000
Total Funds:	$30,000

LEXINGTON — DEPOT SQUARE/EMORY PARK — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage:
Description:

Federal Funds:	$174,424
State Funds:	$43,606
Total Funds:	$218,030

MALDEN — BIKEWAY TO THE SEA — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a bike path/route from Malden to Revere. [Contingent upon the results of a feasibility study.]

Federal Funds:	$2,400,000
State Funds:	$600,000
Total Funds:	$3,000,000

NATICK — WEST CENTRAL ST. — ID #: Pending

Funding Program: STP/ENHANCEMENT
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Make various improvements to West Central Street.

Federal Funds:	$372,000
State Funds:	$93,000
Total Funds:	$465,000

COHASSET — BEECHWOOD ST. — ID #: Pending

Funding Program: STP/RURAL
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Beechwood Street bridge over the Aaron river.

Federal Funds:	$180,000
State Funds:	$70,000
Total Funds:	$250,000

ACTON — RTE. 27 — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Route 27 and School Street, Route 27 and High Street, & Route 27 and Central Street.

Federal Funds:	$360,000
State Funds:	$90,000
Total Funds:	$450,000

BULINGTON — MIDDLESEX TURNPIKE-TERRACE HILL AVE. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the traffic signalization at the intersection of the Middlesex Turnpike and Terrace Hill Avenue.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

BURLINGTON — RTE 3A-BEDFORD ST. — ID #: 600839

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 3A and Bedford Street.

Federal Funds:	$120,000
State Funds:	$30,000
Total Funds:	$150,000

CAMBRIDGE — PEDESTRIAN CROSSING, FITCHBURG COMMUTER-RAIL LINE — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct a pedestrian crossing in North Cambridge over the Fitchburg commuter-rail line.

Federal Funds:	$4,000,000
State Funds:	$1,000,000
Total Funds:	$5,000,000

DANVERS — TOWN HALL INTERSECTION — ID #: 600223

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Town Hall intersection (Sylvan Street, Elm Street, Holten Street, Park Street, and Ash Street).

Federal Funds:	$128,000
State Funds:	$32,000
Total Funds:	$160,000

FRAMINGHAM — RTE. 126-HOWARD ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Howard Street.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

HANOVER — RTE. 139 — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety at the intersections of Route 139 and Central Street, Route 139 and Main Street, & Route 139 and Silver Street.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

HINGHAM — RTE. 228 (DERBY ST.) — ID #: 600518

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct and signal. Route 228 (Derby Street) from Route 3 t. ute 53.

Federal Funds:	$560,000
State Funds:	$14,000
Total Funds:	$700,000

HOPKINTON — GROVE ST.-HAYDEN ROWE ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Grove Street and Hayden Rowe Street.

Federal Funds:	$120,000
State Funds:	$300,000
Total Funds:	$150,000

HOPKINTON — MAIN ST.-HAYDEN ROWE ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Main Street and Hayden Rowe Street.

Federal Funds:	$180,000
State Funds:	$45,000
Total Funds:	$225,000

HOPKINTON — MAIN ST.-PLEASANT ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Main Street and Pleasant Street.

Federal Funds:	$100,000
State Funds:	$25,000
Total Funds:	$125,000

MALDEN — HIGHLAND AVE.-MAPLE ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Highland Avenue and Maple Street.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

MALDEN — LYNN ST.-EASTERN AVE. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Lynn Street and Eastern Avenue.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

MAYNARD — ACTON ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Acton Street and Brown Street, Acton Street and Concord Street, & Acton Street and Haynes Street.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

PEABODY — LOWELL ST.-BOURBON ST. — ID #: 600566

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Install signals at the intersection of Lowell Street and Bourbon Street.

Federal Funds:	$60,000
State Funds:	$15,000
Total Funds:	$75,000

READING — SUMMER AVE.-PRESCOTT ST. — ID #: 600533

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Summer Avenue and Prescott Street.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

REVERE — WASHINGTON AVE.-PARK AVE. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Washington Avenue and Park Avenue.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

REVERE — WASHINGTON AVE.-SQUIRE RD. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Washington Avenue and Squire Road.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

SALEM — BOSTON ST. & BRIDGE ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Boston Street & Bridge Street.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

SHARON — RTE. 27 — ID #: 600497

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Route 27 and Bay Road & Route 127 and Washington Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

WALTHAM — TOTTEN POND RD.-LEXINGTON ST. — ID #: Pending

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Imrpove the intersection of Totten Pond Road and Lexington Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

WRENTHAM — RTE. 1A-RTE.121 — ID #: 600710

Funding Program: STP/SAFETY
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve safety at the intersection of Route 1A (South Street) and Route 121 (West Street).

Federal Funds:	$280,000
State Funds:	$70,000
Total Funds:	$350,000

BOSTON — CENTRAL ARTERY/THIRD HARBOR TUNNEL — ID #: 195001

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design/Right-of-Way/Construction
Description: This portion of the project includes $15,236,887 for single-year contracts to be advertised in Fy 97; $60,949,063 for the 1997 costs of the proposed phased obligation of Contract #s C12A3, C15A3, and C17A9 to be advertised in FY 95; $16,797,712 for the 1997 costs of the proposed phased obligation of Contract # C15A2 to be advertised in FY 96; and $2,766,338 for the proposed phased obligation of Contract # C15A1 to be advertised in FY 97.

Federal Funds:	$76,000,000
State Funds:	$19,000,000
Total Funds:	$95,000,000

CONCORD — ASSABET AVE. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Realign Assabet Avenue from Route 2 (the Concord Turnpike) to Barrett's Mill Road.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

ESSEX — RTE. 133 (MAIN ST.) — ID #: 600217

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 133 (Main Street).

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

FRAMINGHAM — LINCOLN ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description:

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

FRAMINGHAM — RTE. 126-DENNISON ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Dennison Street.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

FRAMINGHAM — RTE. 126-HARTFORD ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Hartford Street.

Federal Funds:	$128,000
State Funds:	$32,000
Total Funds:	$160,000

FRAMINGHAM — RTE. 126-LINCOLN ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Lincoln Street.

Federal Funds:	$112,000
State Funds:	$28,000
Total Funds:	$140,000

FRAMINGHAM — RTE. 126-PARK ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Park Street.

Federal Funds:	$224,000
State Funds:	$56,000
Total Funds:	$280,000

FRAMINGHAM — RTE. 126-RTE.135 — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 126 and Route 135.

Federal Funds:	$160,000
State Funds:	$40,000
Total Funds:	$200,000

FRAMINGHAM — RTE. 135-BLANDIN AVE. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 135 and Blandin Avenue.

Federal Funds:	$120,000
State Funds:	$30,000
Total Funds:	$150,000

FRANKLIN — RTE. 140, PHASE 1 — ID #: 092000

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Relocate Route 140.

Federal Funds:	$9,600,000
State Funds:	$2,400,000
Total Funds:	$12,000,000

FRANKLIN — RTE. 140, PHASE 2 (UNIONVILLE BRIDGE) — ID #: 092000

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Unionville Bridge on Route 140 (F-8-5) over Conrail, Milford Secondary Line.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

FRANKLIN — WASHINGTON ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Washington Street from Prospect Street to the Bellingham town-line.

Federal Funds:	$2,240,000
State Funds:	$560,000
Total Funds:	$2,800,000

GLOUCESTER — RTE.127 — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 127 from the Washington Street Rotary to the railroad tracks.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

MALDEN — MAPLEWOOD ST.-EASTERN AVE. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Maplewood Street and Eastern Avenue.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

MALDEN — RTE. 60 — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 60 from the Medford city-line to the Malden Center MBTA Station.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

MALDEN — SALEM ST.-PIERCE ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Salem Street and Pierce Street.

Federal Funds:	$200,000
State Funds:	$50,000
Total Funds:	$250,000

MARLBOROUGH — BOUNDARY ST. — ID #: 006870

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Boundary Street from Route 20 (West) to Solomon Pond Road. Work for this project will also occur in Northborough.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

MARLBOROUGH — CEDAR HILL ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Cedar Hill Street from the Southborough town-line to the Northborough town-line.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

MARLBOROUGH — FARM RD. (FRAMINGHAM RD.) — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Farm Road (Framingham Road) from Route 20 (East) to Route 85.

Federal Funds:	$2,160,000
State Funds:	$540,000
Total Funds:	$2,700,000

MARLBOROUGH — RTE. 20 (WEST MAIN ST.) — ID #: 600428

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 20 (West Main Street) from Beach Street to Granger Boulevard.

Federal Funds:	$1,600,000
State Funds:	$400,000
Total Funds:	$2,000,000

MARLBOROUGH — WILLIAMS ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Williams Street from Route 20 (West) to the Southborough town-line.

Federal Funds:	$1,400,000
State Funds:	$350,000
Total Funds:	$1,750,000

MARSHFILED — RTE. 3A DRAWBRIDGE — ID #: 110200

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Replace the Route 3A Drawbridge (M7-2 = S7-2) over the North River. Work for this project will also occur in Scituate.

Federal Funds:	$6,000,000
State Funds:	$1,500,000
Total Funds:	$7,500,000

MIDDLETON — RTE. 62, PROJECT 1 — ID #: 600218

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 62 from the North Reading town-line to South Main Street.

Federal Funds:	$1,200,000
State Funds:	$300,000
Total Funds:	$1,500,000

MIDDLETON — RTE. 62, PROJECT 2 — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 62 from Washington Street to the Ipswich River.

Federal Funds:	$640,000
State Funds:	$160,000
Total Funds:	$800,000

MILFORD — VETERANS' MEMORIAL BLVD. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Veterans' Memorial Boulevard.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

MILLIS — RTE. 109 — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 109 from Pleasant Street to the Medfield town-line.

Federal Funds:	$1,400,000
State Funds:	$350,000
Total Funds:	$1,750,000

NEWTON — CENTRE ST. PARK ST. & TREMONT ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Centre Street, Park Street, and Tremont Street.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

READING — RTE. 28 — ID #: 600225

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 28 from Ash Street to Bolton Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

READING — WALKERS BROOK DR. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Walkers Brook Drive from Washington Street to Route 128.

Federal Funds:	$1,000,000
State Funds:	$250,000
Total Funds:	$1,250,000

READING — WEST ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve West Street.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

SALEM — JEFFERSON AVE.-WILSON RD. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Jefferson Avenue and Wilson Road.

Federal Funds:	$49,6
State Funds:	$12,4
Total Funds:	$62,000

SALEM — LORING AVE.-CANAL ST. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Loring Avenue and Canal Street.

Federal Funds:	$137,600
State Funds:	$34,400
Total Funds:	$172,000

SALEM — SWAMPSCOTT RD. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Swampscott Road from Highland Avenue to the railroad tracks.

Federal Funds:	$960,000
State Funds:	$240,000
Total Funds:	$1,200,000

SHARON — DEPOT ST. BRIDGE — ID #: 019505

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Depot Street Bridge (S-9-4) over the MBTA.

Federal Funds:	$2,188,800
State Funds:	$547,200
Total Funds:	$2,736,000

STATEWIDE — DESIGN & RIGHT-OF-WAY — ID #: N/A

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Design and/or Right-of-Way
Description: This contingency funding is the total amount available in the state and is required to be listed in each MPO's TIP. Some or all of these funds may, or may not, be spent in the Boston Region.

Federal Funds:	$3,200,000
State Funds:	$800,000
Total Funds:	$4,000,000

SUDBURY — BOSTON POST RD. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve Boston Post Road from Horse Pond Road to Concord Road.

Federal Funds:	$3,096,000
State Funds:	$774,000
Total Funds:	$3,870,000

SUDBURY — BOSTON POST RD.-PEAKHAM RD. — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Boston Post Road and Peakham Road.

Federal Funds:	$80,000
State Funds:	$20,000
Total Funds:	$100,000

WELLESLEY — RTE. 16 BRIDGE — ID #: 094762

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Rehabilitate the Route 16 Bridge (W-13-14) over Route 9, and relocate the retaining wall.

Federal Funds:	$800,000
State Funds:	$200,000
Total Funds:	$1,000,000

WELLESLEY — RTE. 9, DRAINAGE — ID #: 125298

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve drainage on Route 9 at Boulder Brook Culvert.

Federal Funds:	$240,000
State Funds:	$60,000
Total Funds:	$300,000

WESTWOOD — RTE. 109 (HIGH ST.) — ID #: Pending

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersections of Route 109 and Gay Street & Route 109 and Hartford Street.

Federal Funds:	$400,000
State Funds:	$100,000
Total Funds:	$500,000

WINCHESTER — WASHINGTON ST. — ID #: 600534

Funding Program: STP/STATEWIDE
Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Washington Street, and perform related work.

Federal Funds:	$1,000,000
State Funds:	$250,000
Total Funds:	$1,250,000

7 FINANCIAL CAPACITY ANALYSIS

7.1 FEDERAL REQUIREMENTS

23 Code of Federal Regulations Section 450.324 requires the TIP to be ". . . financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained). . . . In non attainment and maintenance areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed."

7.2 MPO IMPLEMENTATION

As required by federal regulation, the Boston MPO's TIP is constrained to available revenue. The amount of federal revenue programmed in the TIP is the metropolitan area's share of the federal apportionment contained in ISTEA. Requisite state matching funds and projects programmed with 100% state funding are based upon amounts contained in the most recently adopted State Transportation Bond Bill. In addition, Metropolitan Highway System funds are programmed in FY 1996 and 1997 for use on the Central Artery/Third Harbor Tunnel Project, in anticipation of the enactment of legislation creating the MHS.

7.2.1 TIP Development: Federal Funding Levels

The development of TIPs for the metropolitan areas of Massachusetts are based upon the state's estimate of federal apportionments for the three fiscal years covered by the TIP. As provided by federal rule, these estimates are derived from the authorization levels contained in ISTEA.

The Executive Office of Transportation and Construction annually develops estimates for each federal highway funding category, based upon historical information and procedures provided in ISTEA and rules adopted thereunder. These estimates are then allocated by funding category among the MPOs and rural areas within the state based upon federal requirements and/or state and local agreements.

Pursuant to ISTEA, the Interstate Maintenance, National Highway System, and Bridge categories are programmed the state in cooperation with the various MPO's. Thus, once an estimated apportionment has been developed for these categories, the

state establishes programming targets for each category for each MPO. Working in consultation with the state, each MPO programs sufficient eligible projects to consume their targeted amounts. This TIP has been developed pursuant to this procedure, such that the amounts programmed in each fiscal year for these categories are constrained to available federal revenue plus the required state match.

A portion of the Surface Transportation Program (STP) is specifically allocated by ISTEA for use in Transportation Management Areas (urban areas with a population of more than 200,000 inhabitants, as designated by the latest U.S. Census). These funds are programmed by the MPO's in consultation with the state. In the Boston region, the Metropolitan Area Planning Council plays the lead role in the programming of these funds. Other STP funds are jointly administered by the state and the various MPOs. The state has ultimate programming authority, but the funds may only be used on projects selected by the MPOs. This TIP has been developed pursuant to this procedure, such that the amount of STP funds programmed in each fiscal year is constrained to available federal revenue plus the required state match.

Congestion Mitigation and Air Quality Improvement (CMAQ) funds are specifically allocated by ISTEA. These funds may only be used on projects that will assist a region in meeting national ambient air quality standards. Such funding is allocated among the eligible non attainment areas based upon population, weighted to reflect the severity of the area's air quality problems in comparison to other areas throughout the nation. CMAQ funds are programmed by the affected MPOs in consultation with the state; within Massachusetts, these funds are sub-allocated, based upon estimated federal apportionments, among the MPOs based upon a formula developed by the RPAs. This TIP has been developed pursuant to this procedure, such that the amount of CMAQ funds programmed in each fiscal year is constrained to available federal revenue plus the required state match.

In addition, to these funding categories, ISTEA also provides funding for Interstate Construction. These funds may only be used on projects that are needed to complete the Interstate Highway System. As such, Massachusetts' allocation of these funds may only be used for the Central Artery. Therefore, this TIP programs all of the Interstate Construction funds estimated to be apportioned to Massachusetts, and the required state match, for use on the Central Artery. Additional federal funding for the Interstate portion of the Central Artery project after FY 1996 will be pursued at the congressional level.

Like the highway program, the TIP's transit program is developed based upon estimates of available federal transit funds (and any highway funds that an MPO decides to flex to transit). Estimates of available transit funds (Section 3 and Section 9) are developed annually by MBTA. These estimates are provided to the MPO, and the MPO programs projects in each fiscal year constrained to this available federal revenue plus the appropriate state match.

ISTEA also contains allocations for several special projects. These funds are only available for the specified projects and may not be transferred for any other use. This TIP programs all of the special project funds allocated to the Boston metropolitan area, based upon estimates of available federal revenue plus the required state match.

7.2.2 TIP Development: State Funding Levels

Traditionally, state funding levels in the TIP have been limited to the amount of state revenue necessary to provide the requisite match for federal funding. Like its predecessors, this TIP contains sufficient funds for this purpose. These funds are available from current revenues and current revenue sources as provided in the Transportation Bond Bill. The state has always provided sufficient revenues to match, and in some cases, overmatch available federal-aid. Based upon this fact and the amounts included in the Bond Bill, the MPO has programmed in this TIP sufficient state resources to match all available federal-aid.

In addition to federal funding, this TIP contains projects funded with Non-Federal Aid (NFA), a funding program financed with 100% state funding. These funds are programmed based upon historical trends and allocations contained in the Bond Bill.

Lastly, legislation has been filed at the State House which proposes the establishment of a Metropolitan Highway System. This system is expected to meet the currently unfunded needs for the Central Artery through toll collection.

7.2.3 The Use of Phased Obligation

Generally, FHWA regulations require that appropriate federal funds must be available for the full federal share of the cost of a project prior to the authorization to proceed with work on the project. However, the FHWA Administrator can waive this requirement in special cases if it is determined to be in the best interest of the Federal-Aid Highway Program. Because Phased Obligation is an exception to FHWA's general procedures and requires the explicit concurrence of the FHWA Administrator, it must be approved by FHWA on a project-specific basis. As part of this approval, FHWA requires the affected TIP's to reflect the total amount of phased obligated funds by fiscal year.

7.2.4 Operating and Maintaining the Current System

Traditionally, the state has annually provided sufficient funds to operate and maintain its transportation system. MHD annually establishes a level of funding necessary to adequately maintain and operate the current highway system. These funds are provided from current revenues, currently accruing revenues, and/or available federal and state funds. Likewise, MBTA annually provides sufficient funding to operate and maintain the current transit system. These funds are

provided from fares and other fees, state appropriations, state bonds, local assistance, and available federal and state funds.

Where appropriate, this TIP includes federally funded operations and maintenance projects. Other operations and maintenance needs are funded outside of the parameters of the TIP with state and local resources. Regardless of the funding source, the state is committed to, and has annually provided sufficient funds for, providing a level of maintenance and operations funding as necessary to satisfy the needs of the current system.

8 TRANSPORTATION PLANNING AND THE DEVELOPMENT OF THE TIP

8.1 THE MPO REGIONAL TRANSPORTATION PLANNING PROCESS

8.1.1 Structure

The transportation planning process for the Boston MPO region is the responsibility of six agencies:

- Executive Office of Transportation and Construction
- Massachusetts Highway Department
- Massachusetts Bay Transportation Authority
- Metropolitan Area Planning Council
- MBTA Advisory Board
- Massachusetts Port Authority

Together these agencies constitute the Metropolitan Planning Organization (MPO) for the Boston metropolitan area. The MPO is charged with carrying out the transportation planning process for the metropolitan area in accordance with federal requirements.

The federal planning regulations require the existence of a comprehensive, cooperative, and continuing ("3C") transportation planning process, which results in plans and programs consistent with the planning objectives of the metropolitan area. In their Memorandum of Understanding, the six MPO members jointly agree on the objectives of the "3C" process:

- The "3C" process is comprehensive, including the effective integration of the various stages and levels of transportation planning for the entire region and the examination of all modes so as to assure a balanced planning effort. There is a simultaneous analysis of various related non-transportation elements, such as land use, economics, and demographics, to assure consistency within a total planning process.

- The "3C" process is cooperative, requiring effective coordination among public officials at all levels of government and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process. A key objective of the process is to resolve issues and controversies by providing a forum for building consensus. At the same time, the process is not intended to dilute the

ultimate authority or responsibility of those state, regional or local public officials, who, pursuant to statute or under contract, review and/or implement transportation plans, programs and projects.

- The "3C" process is continuing, affirming the necessity to plan for both the short and long term, emphasizing the dynamic nature of the process which progresses from systems planning, to project planning and programming, to implementation.

8.1.2 Products

The TIP itself is a major product of the MPO's transportation planning process. In addition to this document, federal planning regulations require the MPO to develop a Unified Planning Work Program and a Transportation Plan. The Unified Planning Work Program (UPWP) consists of descriptions of all urban transportation planning and related activities within the Boston MPO region in a fiscal year. The Transportation Plan is the MPO's statement of basic transportation policy. The plan is the first step in the process of assessing future need, stating intentions for future development, and selecting transportation projects. Furthermore, the document provides a focal point for the discussion and clarification of the policy that guides the transportation decision-making process.

8.1.3 Project Selection

All urbanized areas with a population of more than 200,000 persons are designated as transportation management areas (TMA), according to the provisions of ISTEA. In TMAs, all projects, except projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs, are selected by the MPO in consultation with the State from the approved TIP and in accordance with the priorities in the TIP. Projects on the NHS, and projects funded under the Bridge and Interstate Maintenance programs are selected by the state in cooperation with the MPO from the approved TIP.

8.2 AMENDMENT AND REVISION OF THE TIP

8.2.1 Amendment

Federal regulations allow the MPO to modify the TIP at any time as long as the process is consistent with the requirements for developing the TIP. Generally, amendments will be proposed only for projects programmed in the first two years of the TIP since projects in the third year may be revised in the biennial update.

On June, 1994, the MPO adopted a public participation process, which includes new procedures for amending the TIP. Under this process, a formal TIP amendment is required to add a project, to delete a project, to change a project's scope, to delay a project by more than one fiscal year, or to change the amount of funds programmed

for a project by more than $1 million and more than 10% of programmed costs. Minor adjustments to a project's scope, programmed cost, or year of implementation within the three-year TIP may be accomplished through administrative action, after notification to all MPO agencies and a 30-day waiting period for MPO agency review and comment. In addition, the process provides procedures whereby the MPO may require a formal TIP amendment for changes that are proposed to be accomplished through administrative action.

When an agency wishes to amend the TIP, either on its own initiative or at the request of a municipality, it must first propose the amendment to the Sub-Signatory Committee (SSC) of the MPO. If the SSC finds the amendment appropriate, it will approve it for circulation and comment. Under the recently adopted public participation process, the SSC's approval of an amendment for circulation begins a 35-day public review and comment period. After the comment period, the SSC will review all comments received prior to taking any action on the amendment. The SSC may vote to cease action on the amendment, submit the amendment to the MPO agencies for endorsement, or make changes to the amendment. If significant changes are made, an additional public comment period must be provided for the new version of the amendment.

If an amendment is approved by the MPO, copies of the amended portion of the TIP are distributed to the agencies, cities and towns, and JRTC members so that each party has a current version of the TIP.

8.2.2 Revision

Notification of the draft TIP is published in a newspaper of general circulation within the metropolitan area, informing the public of the availability of the document and the public's right to review and comment. In addition, comments are solicited from the cities and towns in the region through MAPC, and the Joint Regional Transportation Committee (JRTC) reviews and comments on the proposed TIP. The Sub-Signatory Committee of the MPO reviews these comments and determines the content of the final draft TIP. If the final draft TIP differs significantly from the original draft that was published for public comment and review, a new 35-day public review and comment period must be provided for the final draft. After review of any additional comments, if applicable, the final draft and any comments made thereon, is submitted the JRTC for recommendation and to the MPO member agencies for endorsement. The endorsed TIP is then transmitted to the relevant federal agencies.

9 CONSISTENCY WITH FEDERAL REGULATIONS

9.1 TRANSPORTATION PLANNING

9.1.1 The Transportation Plan and the TIP

Federal planning regulations require MPOs to establish and maintain a comprehensive, cooperative, and continuing ("3C") transportation planning process, which results in plans and programs consistent with the planning objectives of the metropolitan area. The requirement of a "3C" transportation planning process predates the adoption of ISTEA. However, since the adoption of ISTEA, a new emphasis has been placed upon this process. One of the most significant impacts of this emphasis is the heightened importance of regional transportation plans and the relationship between such plans and the development of a three-year TIP.

Prior to the adoption of ISTEA, regional transportation plans were primarily long-range conceptual documents, which established a vision of what a regions' transportation system should optimally become. Typically, such plans were not constrained to revenue and were only tangentially related, if related at all, to the development of transportation improvement programs.

ISTEA has changed this relationship by placing new requirements and constraints upon the development of transportation plans and by more clearly defining the nexus between such plans and associated TIPs. The federal rules adopted pursuant to ISTEA require that a regional transportation plan be the premier policy document for a metropolitan region, which: defines a metropolitan area's transportation policy; establishes a methodology to establish priorities for competing projects; and defines current and future needs and the available or projected resources required to meet such needs. As such, the transportation plan is intended to be the guiding document for MPO transportation planning; indeed, the federal rule governing TIP development specifically requires that only projects that are consistent with the transportation plan may be included in the TIP.

The Transportation Plan for the Boston Region became effective November 15, 1993. The plan clearly establishes the region's overriding transportation policies, goals and objectives; defines a process through which projects may be developed from a concept to an implemented project in the region's TIP; and references all of the major transportation projects planned for the region as of the date of the plan. [The plan is a dynamic document, which will be subject to change as issues develop; for

example, the financial element of the 1993 plan will be revised during the upcoming Fall and Winter months].

The Fiscal Year 1995-1997 Transportation Improvement Program for the Boston region was developed based upon the goals of the region's transportation plan, and all projects contained herein are consistent with the plan.

9.1.2 Public Participation and the TIP

As with all other aspects of the 3C process, the requirements imposed upon MPOs relative to ensuring public involvement in the transportation planning process were also strengthened by the dictates of ISTEA. Each MPO is required to establish a proactive public participation process that provides: complete information; timely public notice; full access to key decisions; and early and continuing involvement of the public in the development of transportation plans, unified planning work programs, and transportation improvement programs.

The Boston MPO has adopted a public participation process that complies with the requirements of ISTEA. The process is designed to ensure that the public is notified of planning documents and amendments thereto; that the public has adequate time to review such documents and comment thereon prior to final adoption; and that the views expressed by the public will be considered by the MPO prior to any formal action being taken. This TIP is the first document to be developed and adopted pursuant to this process. [See Appendix E for the full text of the MPO's process].

9.2 THE CLEAN AIR ACT AMENDMENTS

The Boston MPO has conducted an air quality analysis of the Transportation Improvement Program. The purpose of this analysis is to evaluate the TIP's impact on the State Implementation Plan (SIP) for air quality. The analysis evaluates the change in ozone precursors [volatile organic compounds (VOC's) and oxides of nitrogen (NOx)] and carbon monoxide (CO) emissions due to the implementation of the TIP. The modeling procedures and assumptions used in the analysis follow EPA's guidance and are consistent with the procedures used by the Massachusetts Department of Environmental Protection (DEP) to develop the 1990 Base Year Emissions Inventory, the 1996 Reasonable Further Progress Plan, and the Post-1996 Reasonable Further Progress Plan for the SIP.

The results of the air quality analysis demonstrate that the TIP will result in a reduction of ozone precursors and CO emissions when comparing the Action (Build) Scenario with the Baseline (No-Build) Scenario for the Clean Air Act Amendment year 1999. The analysis also demonstrates that the VOC's emissions from the 1999 Action Scenario are less than Massachusetts' VOC's budget and that NOx emissions from the Action scenarios for all years are less than the NOx guideline value developed by DEP.

EOTC will compile the air quality analysis results from all the RPAs in the Eastern nonattainment area (includes Boston). Based upon all of these results, EOTC will make the air quality determination for the nonattainment area.

Chapter 10 provides details concerning the air quality conformity analysis performed on the Boston Metropolitan Area's 1995 - 1997 TIP.

9.2 AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) requires states and regions to take affirmative steps to remove physical barriers that interfere with the movement of persons with disabilities and/or impedes their active participation in society. A major impact of this requirement is the reformation of public transit systems to be user-friendly for persons with disabilities. This reformation may include issues such as wheelchair accessibility to stations and vehicles; the installation of TDD services at stations; the renovation of stations to more safely and efficiently accommodate visually-impaired individuals; and other similar issues.

The MBTA has adopted a Key Station Plan for ADA compliance. The Key Station Plan designates critical transit facilities needed to expand accessibility for individuals with disabilities. This TIP includes funds to continue the implementation of this plan and to provide for the purchase of accessible transit vehicles.

In addition, the Boston MPO annually reviews the MBTA and Cape Ann Transportation Authority Complementary Paratransit Plan updates and certifies their consistency with the 1993 Transportation Plan for the Boston Region. This TIP includes funds which support the operation of paratransit services.

10 AIR QUALITY CONFORMITY ANALYSIS

10.1 INTRODUCTION

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone and moderate nonattainment for carbon monoxide (CO) in the communities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, Somerville, and Waltham. With this nonattainment classification, the 1990 Clean Air Act Amendments (CAAA) require the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to achieve attainment of the ozone standard by 1999. The areas in nonattainment for carbon monoxide (CO) must achieve attainment by 1995. The Massachusetts Department of Environmental Protection (DEP) has recently proposed that the carbon monoxide nonattainment areas of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville be classified as attainment. A public hearing on the documentation and proposal was held in September of 1994. DEP submitted this documentation to the United States Environmental Protection Agency (EPA) in December of 1994.

The CAAA and the Commonwealth acknowledge that mobile sources are among the major sources of emissions of VOCs, NOx and CO. Prior to the 1990 amendments, the majority of pollution control measures focused on stationary industrial sources. The Massachusetts 1990 Emissions Inventory indicates that on-road mobile sources emit approximately 29% of the total VOCs, 40% of the total NOx and 61% of the total CO emissions (summer day) in the state. Mobile source CO emissions on a winter day are approximately 80% of the total statewide CO emissions.

The Commonwealth revised its State Implementation Plan (SIP) which was submitted to the United States Environmental Protection Agency (EPA) on November 15, 1993. This SIP revision is a strategy of programs that will show Reasonable Further Progress of a 15% reduction of VOCs in 1996 toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. A large number of the programs target mobile sources, including an enhanced inspection and maintenance program, reformulated gasoline, and California Low Emissions Vehicle Program. It also included a VOC mobile source emission budget for 1996.

A second major revision to the SIP was submitted to EPA in December 1994. This submission included programs to provide a further reduction of 9% in NOx emissions. NOx reduction credits will be taken from stationary sources through NOx Reasonably Available Control Technology (RACT), and from mobile sources through the Enhanced

Inspection and Maintenance Program, the California Low Emission Vehicle Program, and the Tier I Federal Vehicle Standards. A NOx emission budget for 1999 and each year thereafter and a VOC emission budget and each year thereafter were included in this Submission. The 1999 NOx budget has been set at 215 tons per summer day for the Eastern Ozone Nonattainment area of Massachusetts. The 1999 Eastern Nonattainment area VOC budget has been set for 106 tons per summer day. In addition, the 1996 VOC budget has been revised to be 121 tons per summer day.

The CAAA also revised the requirements for designated nonattainment Metropolitan Planning Organizations (MPO), to perform conformity determinations for their Transportation Plans and Transportation Improvement Programs (TIP). Section 176 of the CAAA defines conformity to a State Implementation Plan to mean conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of the standards. The Boston MPO must certify that all activities outlined in the Transportation Improvement Program (TIP):

- will not cause or contribute to any new violation of any standard in any area
- will not increase the frequency or severity of any existing violation of any standard in any area; and
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The EPA issued final conformity regulations in the November 24, 1993 Federal Register and Massachusetts DEP issued new conformity regulations effective December 30, 1994. They set forth requirements for determining conformity of Transportation Plans, Transportation Improvement Programs, and individual projects. The requirements are summarized below and will be explained in detail in this conformity determination:

Conformity Criteria

- Horizon Years
- Latest planning assumptions
- Latest emission model used
- Timely implementation of transportation control measures (TCM)
- Conformity in accordance with the consultation procedures and SIP revisions
- Public Participation Procedures
- Financially Constrained Document

Procedures for Determining Regional Transportation Emissions

The Conformity Test

- Contribute to reductions in ozone and CO nonattainment areas
- Consistent with emission budgets set forth in SIP

In addition, the regulations set specific periods and requirements for each period depending on when the state's SIP was submitted to and approved by EPA. These periods are defined below:

Phase II of the Interim Period is the period of time after the effective date of the conformity regulation lasting until submission to EPA of the relevant control strategy implementation plan revisions endorsed by the Governor and subject to public hearing or the date that the CAA requires the relevant strategy to be submitted. Conformity tests in this period include a build/no build (action/baseline) test and emissions lower than the 1990 base emission budget.

Transitional Period is the period of time after state submission of a relevant control strategy and before approval or disapproval of that strategy by EPA. Under the transitional period criteria, the Transportation Plan and TIP must demonstrate conformity within 18 months of the SIP submission due date to EPA otherwise conformity status will lapse. Conformity tests in this period include consistency with the 1996 and 1999 VOC emission budget and 1999 NOx emission budget, build/no build (action/baseline) test, and emissions lower than the 1990 base emission budget.

Control Strategy Period is the period of time after EPA approves the control strategy implementation plan revisions containing strategies for controlling CO and ozone. This period ends when a state submits and EPA approves a request for redesignation to an attainment area. The conformity test in this period is consistency with the emissions budget.

Currently, Massachusetts is in the Transitional Period for VOCs and NOx. Once EPA approves the SIP revisions, the control strategy period will begin.

10.2. CONFORMITY DETERMINATION CRITERIA

This conformity determination has been prepared in accordance with 310 CMR Part 60.03 - Final Massachusetts Conformity to the SIP of Transportation Plans, Programs, and Projects. It shows that this TIP has been prepared following all the guidelines and requirements of the rule.

10.2.1 Horizon Year Requirements

Horizon years for regional model analysis have been established following Section 60.03(22)b of the Massachusetts Conformity Regulations. The years for which the model was run is shown below.

- 1990 - Milestone Year - This year has been established as the base year in the SIP for calculation of emission reductions of VOCs, NOx and CO
- 1995 - Milestone Year - Attainment Year for CO (Off-model analysis performed for specific projects)
- 1996 - Milestone Year - 15% reduction in VOC emissions
- 1999 - Milestone Year - Attainment year
- 2010 - Analysis Year
- 2020 - Analysis Year - forecast year of transportation plan

10.2.2 Latest Planning Assumptions

Population, Employment and Traffic Assumptions

Section 60.03(11) of the Massachusetts Conformity Regulations outlines the requirements for the most recent planning assumptions that must be in place at the time of the conformity determination. Assumptions must be derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO. Analyses for the TIP are based on U.S. Census data and information obtained from the Metropolitan Area Planning Council and Massachusetts Highway Department. The following is a list of the sources of data used for the TIP analysis.

- **Population:** Summary Tape File 1B Data from the 1990 U.S. Census of Population and Housing.
- **Employment:** Town-level employment from Massachusetts Department of Employment and Training, "Employment and Wages in Massachusetts' Cities and Towns 1981-1990", September, 1991.
  Estimates of employment below town level from factors based upon the Regional Planning Study Site-Level Employment Data Base.
- **Population Forecasts:** Metropolitan Area Planning Council, "Community Population Age Group Forecasts for the Route 128 Study Area", Memorandum January 11, 1991.

- **Employment Forecasts:** Metropolitan Area Planning Council, "Employment Forecasts", Memorandum May 13, 1992.
  Metropolitan Area Planning Council, "Sectoral Employment Forecasts for the Regional Planning Study Area", Memorandum December 17, 1992

- **Households:** Summary Tape File 1B data from the 1990 U.S. Census for Population and Housing.

- **Household Sizes:** Summary Tape File 3A data from the 1990 U.S. Census of Population and Housing.

- **Vehicle Ownership:** Summary Tape File 3A data from the 1990 U.S. Census of Population and Housing.

- **Traffic Volumes:** Massachusetts Highway Department, "1991 Traffic Volumes for the Commonwealth of Massachusetts", September, 1992.
  Additional traffic counts taken by the Massachusetts Highway Department and the Central Transportation Planning Staff.

- **Project-Level Data:** Obtained from the responsible implementing agency.

Transit Operating Policy Assumptions

Transit service and ridership statistics presented in the TIP and used in its analysis were obtained from the following publications:

- MBTA's Ridership and Service Statistics published in March 1994

- The Central Artery/Third Harbor Tunnel Regional Transit Mitigation Program prepared by Vanasse Hangen Brusslin for the MBTA in September, 1991.

The operating policies and assumed transit ridership have not changed since the conformity determination prepared for the November, 1993 Transportation Plan and 1993-1995 TIP. The fare structure and levels have not changed since the fare increase in June of 1991. At that time, fares for buses and subways were raised. An Environmental Impact Report was prepared documenting the impacts of the 1991 increase.

Emission Inventory Assumptions

This TIP will be determining conformity with the Massachusetts State Implementation Plan (SIP) submitted in November of 1993 and December of 1994. A VOC mobile source emission budget for 1996 for the Massachusetts Eastern Nonattainment Area has been set at 121 tons per summer day. The 1999 mobile source budget for VOCs is 106 tons per summer day and the 1999 mobile source budget for NOx is 215 tons per summer day. The 1990 emission inventory for VOCs, NOx and CO presented in the SIP will also be used. The Boston MPO emissions will be combined with the following MPOs to show conformity with the SIP:

- Cape Cod Commission
- Central Massachusetts Regional Planning Commission
- Merrimack Valley Planning Commission
- Montachusett Regional Planning Commission
- Northern Middlesex Council of Governments
- Old Colony Planning Council
- Southeastern Regional Planning and Economical Development District
- Martha's Vineyard Commission
- Nantucket Planning and Economical Development Commission

The Executive Office of Transportation and Construction (EOTC) compiled the results from all the MPO's in the Eastern nonattainment Area. The air quality analysis has been finalized for all of the MPOs and the EOTC has made the final conformity determination for the nonattainment area.

10.2.3 Latest Emission Model

Emission factors used for calculating emission changes were determined using MOBILE 5A, the most recent working model available. Emission factors for motor vehicles are specific to each model year, pollutant type, temperature and travel speed. MOBILE 5A requires a wide range of input parameters including inspection and maintenance program information and other data such as anti-tampering rates, hot/cold start mix, emission failure rates, vehicle fleet mix, fleet age distribution, etc.

Input variables used in this conformity determination were received from the Massachusetts Department of Environmental Protection (DEP). The inputs used for the 1990 base case existing network were the same as those used in determining the 1990 Emissions Inventory for the Commonwealth of Massachusetts. The inputs used for the years 1995 through 2020 were also received from DEP and include information on programs that have been submitted to EPA as the control strategy for the Commonwealth to obtain ambient air quality standards for 1999.

The input variables used in the model runs for analysis of this TIP are shown in Appendix A. These inputs were determined through the consultation procedures as required by the conformity regulations. The model output provides an estimate of emissions in grams per mile for varying speeds and at varying temperatures for a variety of vehicle types. The emission factors used in this analysis are provided in Appendix A.

10.2.4 Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979, 1982 and those submitted as mitigation for the construction of the Central Artery project. Those TCMs included in the 1979 and 1982 submission have all been accomplished through construction or through implementation of ongoing programs. The only exceptions are the bus immersion heater program, the Newton Rider bus service and the private bus insurance discount concept which have been abandoned. A list of these TCMs is provided in Appendix A. These projects have all been included in past Boston MPO Transportation Plans and TIPs.

TCMs that were submitted as a SIP commitment as part of the Central Artery mitigation are also included in Appendix A. All of the projects have been included in the Region's Transportation Plan as recommended projects or projects requiring further study. The TIP includes those projects that are required to be implemented in the period from 1995 to 1997. The SIP TCM projects included in the 1995 to 1997 TIP are as follows:

- Old Colony Commuter Rail Extension
- South Boston Piers Transitway
- New Park and Ride and Commuter Rail Station Parking Spaces
- Southeast Expressway High Occupancy Vehicle Lane

Other SIP TCM projects that are scheduled for completion during this period include Framingham Commuter Rail Extension to Worcester and Ipswich Commuter Rail Extension to Newburyport. These projects are being constructed with state funds and are included for conformity analysis though funding is not through the TIP.

DEP has submitted their strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NOx toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999 to EPA. Within that strategy, there are no specific TCM projects. They do call for traffic flow improvements to reduce congestion and, therefore, improve air quality. The TIP has proposed projects for this purpose. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- Enhanced Inspection and Maintenance Program
- California Low Emission Vehicle Program
- Reformulated Gasoline for On and Off-Road Vehicles
- Stage II Vapor Recovery at Gasoline Refueling Stations
- Tier I Federal Vehicle Standard

In addition DEP was required to submit a Contingency Plan to EPA for implementation if the required reductions in VOCs and NOx were not met by the control strategy programs. There are no specific TCM projects in the contingency plan, however, it does include a revised rideshare regulation to replace the existing program currently included in the SIP. If this program is required to be implemented, projects in this TIP will help in achieving the rideshare goal. This will be done through an increased service area of the mass transit system to allow for additional ridership, a more efficient transportation system, and through providing additional transportation control measures in the Boston MPO area other than those required by the SIP. TCMs that are included in the TIP that are not SIP commitments are listed below:

- Regional Transportation Demand Management Program
- Boston Region Transportation Management Associations New Initiatives and New Formation
- Park and Ride Facilities in Rockport
- Minuteman Bike Path from Alewife Station in Cambridge to the Charles River bike paths and from Bedford Center to Concord
- Bike Facilities in the following cities and towns
  - Acton
  - Boston from Neponset River Bridge to Dorchester Lower Mills
  - Chelsea
  - Peabody
  - Salem
  - Somerville
  - Malden from Malden to Revere
- Pedestrian Facilities in Malden, Cambridge and Boston
- People Mover at Wellington Station

10.2.5 Consultation Procedures

The final conformity regulations require that the MPO must make a conformity determination according to consultation procedures set out in the final federal regulation and state (DEP) conformity regulation and it must also follow public involvement procedures established by the MPO under federal metropolitan transportation planning regulations.

The consultation requirements of both the state and federal regulations require that the Boston MPO, EOTC/Bureau of Transportation Planning and Development (BTP&D), MA. DEP, EPA - Region 1 and FHWA - Region 1 consult on the following issues:

- Selection of regional emissions analysis models including model development and assessing project design factors for modeling.
- Selection of inputs to the most recent EPA-approved emissions factor model.
- Selection of CO hotspot modeling procedures, as necessary.
- Identification of regionally significant projects to be included in the regional emissions analysis.
- Identification of projects which have changed in design and scope.
- Identification of exempt projects.
- Identification of exempt projects that should be treated as non-exempt because of adverse air quality impacts.
- Identification of the latest planning assumptions and determination of consistency with SIP assumptions.

These issues have all been addressed through consultation of the agencies listed above.

10.2.6 Public Participation Procedures

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)h requires that the development of the TIP provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. The Boston MPO's public participation program was formally adopted in July 1994. The development and adoption of this program conforms to the requirements of the section. It guarantees public access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public's right to review the document and comment thereon, and provides a 30-day public review and comment period prior to the adoption of the TIP by the MPO.

As a result of the need to prepare a major TIP amendment to financially constrain fiscal year 1996 of the TIP, the Boston MPO prepared a revised TIP. On February 19, 1995, a public notice was advertised in the Boston Globe informing the public of its right to comment on the document. On March 22, 1995, the Sub-Signatory Committee of the Boston MPO recommended that the MPO endorse the TIP as revised. Consequently, on March 27, 1995, the Boston MPO voted to approve the TIP as revised. In addition, a

second public notice was advertised in the Boston Globe informing the public of its right to comment on the conformity element of the 1995-1997 TIP. This allowed ample opportunity for public comment and MPO review of the draft document. These procedures comply with the associated federal requirements.

10.2.7 Financially Constrained Document

Title 23 CFR Section 450.324 and 310 CMR 60.03(9) requires the TIP to be "financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained)." Moreover, new regulations have further defined financial constraint so as to exclude a state's unspent federal balances. Projects can now only be programmed up to an amount that the Congress is expected to allow a state to spend in any individual fiscal year.

The overall TIP, and each fiscal year contained herein, is financially constrained to the annual federal apportionment and projections of state resources reasonably expected to be available during the appropriate time-frame. Projections of federal resources are based upon the estimated apportionment of the federal authorizations contained in ISTEA, as allocated to the region by the state or as allocated among the various MPOs according to federal formulae or MPO agreement. Projections of state resources are based upon the allocations contained in the current Transportation Bond Bill, which was adopted on December 20, 1994. Currently existing or accruing state and local revenues are estimated to be sufficient to operate and maintain the current transportation system. Therefore, the 1995-1997 TIP substantially complies with federal requirements relating to financial constraints.

10.3 PROCEDURES FOR DETERMINING REGIONAL TRANSPORTATION EMISSIONS

The federal conformity regulations set forth specific requirements for determining transportation emissions. A summary of these requirements and the procedures used in this Plan are summarized below.

10.3.1 Demographic, Employment and Transportation Demand

Specific sources of population, employment and traffic information used in the Transportation Plan have been listed above in Section 10.2.2. Chapter 6 of the presenting conforming Transportation Plan adopted on November 15, 1993 presents conditions and characteristics of the existing regional transportation system. It presents travel characteristics of the 1993 network. There have been no regionally significant projects added between 1990 and 1993, therefore, this existing 1993 network is the same as the 1990 existing conditions from which the future scenarios will be compared.

The 1995-1997 TIP includes projects that are approved for implementation over the specific three year time-period and identifies a funding category for each project. In addition, Chapter 7 of the Transportation Plan, discusses trends and changing demands that various components of the transportation system will serve in the future years. It discusses the future roles of the highways, transit, pedestrian and bicycle travel and water travel. It also describes the development and evaluation of alternative scenarios that were analyzed to help determine the final recommendations of the Transportation Plan. Volume 2 of the Transportation Plan presents separate resource papers. One describes the Commuting Patterns of the Greater Boston area incorporating 1990 U.S. Census Journey-to Work information. A second paper, The Transportation and Land Use Models, is a description of the computer-based models used to analyze future travel conditions.

Chapter 8 of the Transportation Plan outlines the specific project recommendations that are set forth in the Transportation Plan for the Boston MPO Region through the year 2020. Projects are divided into six categories reflecting time periods for implementation. The categories are as follows:

- Ongoing - Maintenance
- Current - Projects in the TIP or MBTA Capital Budget
- Level 1 - Awaiting Implementation (ready for TIP funding)
- Level 2 - Short-term Projects (1996 to 2000)
- Level 3 - Long-term Projects (2001 to 2020)
- Level 4 - Future Projects

Recommended projects described in these categories have been included in the Action networks for the analyses performed for the conformity determination of this TIP.

Only regionally significant projects are required to be included in the regional modeling efforts. The final federal conformity regulations define regionally significant as follows:

> *Regionally significant:* a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. A listing of projects exempt from any air quality analysis is included in Appendix A.

In addition specific projects have been exempt from regional modeling emissions analysis. The categories of projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations
- Bus terminals and transfer points

A listing of all projects included in the 1995-1997 TIP, along with their air quality status (exempt, modeled, or off-model) is included in Appendix A.

The Baseline and Action Networks for 1996 are composed of projects proposed in the 1995 - 1997 TIP and the 1993 approved Transportation Plan. Projects in the 1996 Baseline network consist of the 1990 network plus all projects in the TIP and Transportation Plan where one of the following steps has occurred within the last three years:

- NEPA process completion,
- Start of final design,
- Acquisition of a significant portion of right-of-way, or
- Approval of plans, specifications, and estimates.

A listing of the projects that meet these criteria and are included as part the 1996 Baseline network is shown below:

- Third Harbor Tunnel
- Beverly-Salem Bridge
- High Occupancy Vehicle (HOV) facility on the Southeast Expressway
- Old Colony Commuter Rail Restoration (two lines)
- Southbound HOV facility north of Boston on I-93 from the existing carpool lanes to Mystic Avenue
- Extension of commuter rail to Worcester
- Inner Circumferential Transit - Bus

The 1996 Action Network consists of all of the projects included in the 1996 Baseline plus regionally significant projects proposed for construction in 1995 and 1996 from the 1995 - 1997 TIP and projects in the MBTA capital budget. Those projects include:

- Blue Hill Avenue signal coordination in Boston
- Route 20 widening in Marlborough
- Route 139 widening in Marshfield
- Lafayette Square signal coordination in Cambridge
- Brighton Avenue signal coordination in Boston
- Route 53 widening in Hanover
- 20,000 new parking spaces
- Commuter Rail to Newburyport

The 1999 Baseline Network includes all projects in the 1996 Baseline plus the following projects:

- Haul Road/Massachusetts Avenue/Southeast Expressway Intersection (portion of Central Artery Construction)
- South Boston Piers project from South Station to the World Trade Center

The 1999 Action Network includes all projects in the 1996 Action Network and 1999 Baseline Network plus all projects from the 1993 Transportation Plan that were recommended as Level 2 - Short-term projects. All 1997 TIP projects are also included in this scenario. Those projects include the following:

- Interstate 495 Interchange, Marlborough
- Crosby Drive and Middlesex Turnpike widening in Bedford and Billerica
- Further widening of Route 20 in Marlborough
- Route 140 widening in Franklin
- Route 3 North Add-a-lane
- Old Colony Greenbush Line
- Faster Commuter Rail Service to Rockport, Haverhill, Lowell, Franklin, Attleboro/Stoughton
- Arborway Restoration
- Washington Street Replacement Service
- Massachusetts Turnpike Transportation Demand Management
- Electrification of the Northeast Corridor
- I-93 Industriplex, Woburn

The Baseline networks for the years 2010 and 2020 are the same as the 1999 Baseline Network plus the completed Central Artery. The 2010 Action network included those projects in the 1999 Action network plus the projects included in the Transportation Plan as Level 3 projects. Those projects include the following:

- Interstate 93 North of Boston HOV extension towards Route 128
- Route 3 South Add-a-lane
- Routes 1/114 Corridor improvements
- Route 128 HOV Add-a-lane
- South Boston Piers from South Station to Boylston
- Washington Street Replacement with Boylston Station connection to South Boston Piers

The 2020 Action network includes the 2010 Action network plus the projects in the Transportation Plan as Level 3 projects and future projects. Those projects include the following:

- Interstate 93 HOV from the Interstate 93/Interstate 90 interchange to the Interstate 93/Route 3 interchange to Route 18
- Inner Circumferential Transit - Rail
- North Station/South Station Rail Link
- Red/Blue Line Connector
- Green Line Extension to Ball Square/Tufts

In addition to emissions calculated from the network model, a separate analysis was performed off-model to determine emissions from commuter rail, the MBTA bus replacement program, park and ride travel, and projects from the Congestion Mitigation and Air Quality funding category. This information was calculated and included in the total emissions as shown in Appendix A in Table A-6.

10.3.2 Changes in Project Design Since the Previous TIP Analysis

The State conformity regulations require that any changes in project design from the previous TIP be identified. The only change which has occurred is the timing of completion of the Central Artery/Third Harbor Tunnel. In the previous TIP analyses, the Third Harbor Tunnel was modeled for completion in 1996 and the Central Artery was modeled for completion in 1999. The completion year for the Third Harbor Tunnel has stayed as 1996, however, because of additional community input into the redesign of the Charles River Crossing portion of the Central Artery, the completion date of the Artery has been extended to 2002. Therefore, the portion of the Central Artery to be completed in 1999 includes Haul Road/Massachusetts Avenue/Southeast Expressway Intersection. Analysis years 2010 and 2020 include the completed project.

10.3.3 Model Specific Information

Section 310 CMR 60.03(26) of the Massachusetts regulations, outlines requirements to be used in the network-based transportation demand models. These requirements include modeling methods and functional relationships to be used in accordance with acceptable professional practice and reasonable for purposes of emission estimation. The Boston MPO has used the methods described in the conformity regulations in the analysis of this TIP.

10.3.4 Highway Performance Monitoring System Adjustments

The 1990 Emission Inventory of the State Implementation Plan used the 1990 Highway Performance Monitoring System (HPMS) estimates developed by the Massachusetts Highway Department (MHD) to determine mobile source emissions submitted to EPA in November of 1993. In addition, MHD has provided updated HPMS information for 1993, as well as updated projections through 2010. This information was used by DEP to revise the 1996 VOC emission budget and calculate the 1999 VOC and NOx budgets. These budgets were submitted to EPA in December of 1994. The HPMS information was provided by functional class of roadway in daily vehicles miles traveled (DVMT). This information was seasonally adjusted using factors developed by MHD to reflect summer and winter traffic conditions. The DVMT was adjusted by a factor of 1.0188 to reflect summer conditions for calculations of emissions of VOC and NOx. VOC and NOx are precursors of ozone which is a pollutant of concern during the summer months. The DVMT was adjusted by a factor of 0.9812 to reflect winter conditions for calculations of CO. CO emissions from mobile sources are higher during the colder winter months.

In order to remain consistent with methods used in developing the SIP, the results of the model runs used to calculate emissions for the conformity determination of the TIP were adjusted to allow for comparison. The first adjustment was for seasonal conditions. The VMT model results for each analysis year and scenario were multiplied by the 1.0188 factor to provide VMT for summer conditions and by 0.9812 to provide VMT for winter conditions. The adjusted VMT related to each model run is shown in the Appendix in Table A-6.

A second adjustment was then performed to make a comparison of model generated emission data to the HPMS generated emission data. This was done by comparing the 1990 emissions resulting from the base year model run to the HPMS emissions submitted as part of the SIP. The HPMS emissions submitted as part of the SIP was divided by eastern and western nonattainment area. DEP has further split this data up by MPO region for conformity purposes. This emission target for the Boston MPO area was compared to the 1990 model data. The HPMS data was divided by the model data to determine the adjustment factor to be applied to all modeled scenarios for future years. This calculation is as follows:

$$\frac{\text{1990 HPMS Emissions}}{\text{1990 Modeled Emissions}} = \text{Adjustment Factor}$$

$$\frac{119.889 \text{ tons/day}}{164.410 \text{ tons/day}} = 0.7292 \text{ VOC Adjustment Factor}$$

$$\frac{155.711 \text{ tons/day}}{162.570 \text{ tons/day}} = 0.9578 \text{ NOx Adjustment Factor}$$

10.4 THE CONFORMITY TEST

10.4.1 Contribute to reductions in Ozone and CO Nonattainment Areas

The Boston MPO has conducted an air quality analysis of the 1995-1997 Transportation Improvement Program (TIP). The purpose of the analysis is to evaluate the TIP's air quality impacts on the State Implementation Plan (SIP). The analysis evaluates the change in ozone precursor (VOCs and NOx) emissions and carbon monoxide emissions due to implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's final conformity regulations issued on November 24, 1993 and the State Conformity Regulations effective December, 1994. They are also consistent with procedures used by the Massachusetts Department of Environmental Protection to develop Massachusetts' 1990 Base Year Emission Inventory, 1996 Reasonable Further Progress Plan, and the Post-1996 Reasonable Further Progress Plan for the SIP. All consultation procedures were followed to ensure that a complete analysis of the TIP was performed with consistency with the SIP.

One of the criteria for conformity to a SIP in the transitional period is to show that there is a reduction in emissions in the action (build) scenario over the baseline (no build) scenario. As discussed earlier, the Eastern nonattainment area consists of ten metropolitan planning areas. The Executive Office of Transportation and Construction has compiled the results for VOC and NOx from these MPOs and are shown in Tables 10-1 and 10-2. The results of the air quality analysis from the Eastern nonattainment area demonstrate that the Action scenarios will result in a reduction of VOC and NOx emissions when compared to the Baseline scenarios. Table A-6 in the Appendix shows the Boston MPO area only information for Baseline/Action emissions for all analysis years.

The Boston MPO must also report CO emissions in the CO nonattainment area of ten cities and towns within the region. Table 10-3 reports the Baseline versus Action CO emissions from non-exempt projects in the ten cities and towns in the CO nonattainment area. There are five projects in the CO nonattainment of the Boston MPO that require a separate CO analysis. A listing of the projects and how the emission calculations were performed is shown below. The summary of CO emissions from these projects are shown in Table 10-3.

- Central Artery
  CO emissions were taken from the Final Environmental Impact Statement signed by the Federal Highway Administration in August of 1985

- Southeast Expressway HOV Lane
  The transportation demand model was used to determine CO emissions from this project. The first analysis year included in this conformity is 1996 because construction of the HOV lane will not be completed until the end of 1995.

- Blue Hill Avenue, Boston (completion date 1995)
  The action/baseline CO emissions were calculated using CINCH intersection analysis software and MOBILE 5A emission factors and are shown in Table 10-3. DEP had reviewed this project in 1992 and requested that a supplementary microscale analysis be conducted. CTPS provided DEP with emission concentrations using the CAL3QHC model. The results were submitted to DEP in December of 1992 and showed that no receptor had concentrations higher than the one hour NAAQS of 35 ppm during the AM or PM peaks. The highest one hour concentration was 9.1 ppm. The 8 hour analysis did not show any concentrations exceeding the 9 ppm standard. The highest 8 hour concentration was 5.6 ppm.

- Brighton Avenue, Boston (completion date 1996)
  The action/baseline CO emissions were calculated using CINCH intersection analysis software and MOBILE 5A emission factors and are shown in Table 10-3.

- Lafayette Square, Cambridge (completion date 1996)
  The action/baseline CO emissions were calculated using CINCH intersection analysis software and MOBILE 5A emission factors and are shown in Table 10-3. This analysis was performed using pre-25% design information. Final design has not yet been approved. When this information becomes available, further analysis can be done.

In addition, all scenarios must contribute to a reduction in emissions from 1990 baseline emissions. As shown in Tables 10-1, 10-2 and 10-3, the Eastern nonattainment area VOC and NOx emissions for all years, 1996 through 2020, meet this criterion, as well as the CO emissions for the CO nonattainment area within the Boston MPO region, and, therefore, contribute to reductions in VOCs, NOx, and CO in the nonattainment area. Table A-6 shows that the Boston MPO area TIP contributes to reductions from 1990 emissions in VOCs, NOx, and CO in the region.

TABLE 10-1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Baseline Emissions	Action Emissions	Difference (Action - Baseline)	Budget	Difference (Action -Budget)
1990	249.833	n/a	n/a	n/a	n/a
1996	117.155	116.486	-0.669	120.763	-4.277
1999	102.531	102.352	-0.179	105.691	-3.339
2010	63.287	63.079	-0.208	105.691	-42.612
2020	67.074	66.494	-0.580	105.691	-39.197

TABLE 10-2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Baseline Emissions	Action Emissions	Difference (Action - Baseline)	Budget	Difference (Action - Budget)
1990	324.626	n/a	n/a	n/a	n/a
1996	237.894	236.769	-1.125	n/a	n/a
1999	215.241	214.746	-0.495	215.298	-0.552
2010	170.428	170.161	-0.267	215.298	-45.137
2020	181.148	175.396	-5.752	215.298	-39.902

TABLE 10-3
Winter Carbon Monoxide Emissions Estimates from Non-Exempt Projects in the CO Nonattainment Area Only for the Boston MPO Region
(Kg/Day)

Project Name & Location	Central Artery	SE X-Way HOV	Blue Hill Ave, Boston	Brighton Ave, Boston	Lafayette Square, Cambridge
1990	39,500		639.43	659.36	352.31
1995					
Baseline			418.90	438.82	234.47
Action			455.86	365.09	263.17
Action - Baseline			36.96	-73.73	28.7
Action - 1990			-183.57	-294.27	-89.14
1996					
Baseline		n/a	352.91	369.69	197.53
Action		-762	384.05	307.57	221.71
Action - Baseline		reduction	31.14	-62.12	24.18
Action - 1990			-255.38	-351.79	-130.6
1999					
Baseline		n/a	272.40	285.35	152.47
Action		-745	301.57	241.52	174.10
Action - Baseline		reduction	29.17	-43.83	21.63
Action - 1990			-337.86	-417.84	-178.21
2010					
Baseline	36,200	n/a	285.21	298.77	159.64
Action	34,200	-734	310.38	248.58	179.19
Action - Baseline	-2000	reduction	25.17	-50.19	19.55
Action - 1990	-5300		-329.05	-410.78	-173.12
2020					
Baseline		n/a	398.21	417.15	222.89
Action		-729	433.35	347.06	250.1
Action - Baseline		reduction	35.14	-70.09	27.21
Action - 1990			-206.08	-312.30	-102.21

10.4.2 Consistent with emission budgets set forth in SIP

The final test to show conformity is to show that the 1995-1997 TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) has been deemed complete by the EPA in a letter dated January 13, 1995. EPA has made a determination that the 15% RFP SIP submittal contains an adequate mobile source emissions budget to conduct conformity determinations using the "transitional period" conformity criteria.

The 1996 VOC budget for Eastern Massachusetts is 121 tons per summer day. The 1999 NOx budget is 215 tons per summer day and the 1999 VOC budget is 106 tons per summer day.

The total tons per day of VOCs and NOx for the Eastern Massachusetts nonattainment area from all of the analyzed scenarios are shown in Tables 10-1 and 10-2. The results of the air quality analysis demonstrates that the VOC and NOx emissions from all Action scenarios are less than the Massachusetts VOC and NOx emission budgets.

10.5 CONCLUSION

The Clean Air Act Amendments of 1990 established new requirements for transportation plans, programs, and projects. EPA published a final rule in the November 24, 1993 Federal Register on procedures to be followed by the United States Department of Transportation in determining conformity of transportation plans, programs, and projects with the SIP. The Commonwealth of Massachusetts also published their final rule on conformity effective December 30, 1994.

The Boston MPO has conducted an air quality analysis of the 1995-1997 TIP. The purpose of the analysis is to evaluate the TIP's air quality impacts on the SIP. The analysis evaluates the change in ozone precursor emissions (VOCs, and NOx) and CO emissions due to the implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow EPA's and the Commonwealth's guidance and are consistent with the procedures used by the Massachusetts DEP to develop Massachusetts' 1990 Base Year Emissions Inventory, 1996 Reasonable Further Progress Plan, and the Post-1996 Reasonable Further Progress Plan for the SIP.

Eastern Massachusetts has been designated as a Serious ozone nonattainment area. Ten cities and towns have been designated as nonattainment for CO. The EPA conformity regulations require that transportation plans, programs, and projects evaluate their impact on nonattainment areas. Eastern Massachusetts is made up of ten regional planning agencies (RPAs), therefore VOC and NOx emissions must be combined in order to compare the results to the conformity criteria.

The Massachusetts RFP was deemed complete by the EPA in a letter dated January 13, 1995. EPA made the determination that the 15 percent RFP SIP submittal contained an adequate mobile source emission budget to conduct conformity determinations using the "transitional period" conformity criteria.

Accordingly, the EOTC has found the emission levels from the Boston MPO 1995-1997 TIP in combination with the emission levels from the other RPAs in Eastern Massachusetts to be in conformance with the SIP according to transitional period conformity criteria. Specifically, the following conditions are met:

- In the transitional period, VOC and NOx emissions for the Eastern nonattainment area and CO emissions for the cities and towns in the nonattainment area only for the Boston MPO area for the Action (Build) scenario are less than the Baseline (No Build) scenario for all analysis years.

- The VOC emissions for the Action (build) scenario are less than the 1996 and 1999 VOC mobile source emission budget for analysis years 1996 through 2020.

- The NOx emissions for the Action (build) scenario are less than the 1999 NOx mobile source emission budget for analysis years 1999 through 2020.

- The Action (Build) scenarios contribute to a reduction from the 1990 emissions inventory for VOC, NOx, and CO emissions for all analysis years.

In accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the MPO for the Boston Region has completed its review and hereby certifies that the 1995-1997 TIP conditionally conforms with 40 CFR Parts 51 and 93 issued on November 24, 1993 and 310 CMR 60.03 issued on December 30, 1994, pending a 30-day public review period and subsequent response to comments. This public review of the TIP's conformity will be conducted concurrently with the FHWA, FTA, and EPA review process.

APPENDIX A
SUPPLEMENTAL INFORMATION FOR AIR QUALITY CONFORMITY DETERMINATION

TABLE A.1

Mobile 5A Inputs - 1995 Summer Conditions

	VOCs	CO	NOx
Tampering rates	Mobile 5A defaults	Mobile 5A defaults	Mobile 5A defaults
VMT mix - Composite of all roadway types (see footnotes for breakdown by roadway type)	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%
Annual Mileage Accumulation and/or Registration Distribution by Age	Default accumulation rates/Massachusetts specific registration distribution	Default accumulation rates/Massachusetts specific registration distribution	Default accumulation rates/Massachusetts specific registration distribution
Modified Basic Exhaust Emission Rates (BERs)	Mobile 5A defaults	Mobile 5A defaults	Mobile 5A defaults
Inspection and Maintenance	IMFLAG 2, program modeled (single program)	IMFLAG 2, program modeled (single program)	IMFLAG 2, program modeled (single program)
program start year	1983	1983	1983
stringency level	12%	12%	12%
first model year subject to program	1981	1981	1981
last model year subject to program	2020	2020	2020
waiver rate pre -1981	1%	1%	1%
waiver rate 1981 - present	1%	1%	1%
compliance rate	80%	80%	80%
program type	decentralized/computerized	decentralized/computerized	decentralized/computerized
inspection frequency	annual	annual	annual
vehicles subject to inspection	LDGV,LDGV1,LDGV2	LDGV,LDGV1,LDGV2	LDGV,LDGV1,LDGV2
test type	idle	idle	idle
alternative credits	none	none	none
transient test	not modeled	not modeled	not modeled
purge system check	not modeled	not modeled	not modeled
pressure check	not modeled	not modeled	not modeled
Exhaust Emission Correction Factors	no corrections	no corrections	no corrections
Anti-Tampering Program	no ATP modeled	no ATP modeled	no ATP modeled
Refueling Emission Factors	flag switch "2"-program modeled	flag switch "2"-program modeled	flag switch "2"
stage II start year	1991	1991	1991
phase in period	3 years	3 years	3 years
system efficiency for light-duty vehicles	84%	84%	84%
system efficiency for heavy-duty vehicles	75%	75%	75%
Local Area Parameter Record	flag switch "2"	flag switch "2"	flag switch "2"
minimum daily temp (°F)	68° F	68° F	68° F
maximum daily temp (°F)	94° F	94° F	94° F
period 1 Reid Vapor Pressure	11.5 psi	11.5 psi	11.5 psi
period 2 Reid Vapor Pressure	8.5 psi	8.5 psi	8.5 psi
period 2 start year	1989	1989	1989
oxygenated fuels flag	flag switch "1"- not modeled	flag switch "1"- not modeled	flag switch "1"- not modeled
diesel sales fraction	flag switch "1"- not modeled	flag switch "1"- not modeled	flag switch "1"- not modeled
reformulated fuel flag	flag switch "2"-modeled	flag switch "2"-modeled	flag switch "2"-modeled
Temperature Values	flag switch "1"- daily average	flag switch "1"- daily average	flag switch "1"- daily average
Composition of Hydrocarbons	flag switch "3"- VOCs	flag switch "1"- No HC calculated	flag switch "1"- No HC calculated
Scenario Section			
region	flag switch "4"- LEV Program	flag switch "4"- LEV Program	flag switch "4"- LEV Program
calendar year of evaluation	run specific	run specific	run specific
average speed	scenario specific	scenario specific	scenario specific
ambient temp (°F)	85.4°F	85.4°F	85.4°F
operating mode fractions	20.6/27.3/20.6	20.6/27.3/20.6	20.6/27.3/20.6
month of evaluation	flag switch "7" - July	flag switch "7" - July	flag switch "7" - July
LEV Program phase in year	1994	1994	1994
I/M Program for LEV program	flag switch "1"- standard I/M	flag switch "1"- standard I/M	flag switch "1"- standard I/M

TABLE A.1 (Cont.)

Mobile 5A Inputs - 1995 Winter Conditions

	CO
Tampering rates	Mobile 5A defaults
VMT mix	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%
Annual Mileage Accumulation and/or Registration Distribution by Age	Default accumulation rates/Massachusetts specific registration distribution
Modified Basic Exhaust Emission Rates (BERs)	Mobile 5A defaults
Inspection and Maintenance	IMFLAG 2, program modeled (single program)
program start year	1983
stringency level	12%
first model year subject to program	1981
last model year subject to program	2020
waiver rate pre -1981	1%
waiver rate 1981 - present	1%
compliance rate	80%
program type	decentralized/computerized
inspection frequency	annual
vehicles subject to inspection	LDGV,LDGV1,LDGV2
test type	idle
alternative credits	none
transient test	not modeled
purge system check	not modeled
pressure check	not modeled
Exhaust Emission Correction Factors	no corrections
Anti-Tampering Program	no ATP modeled
Refueling Emission Factors	flag switch "2"-program modeled
stage II start year	1991
phase in period	3 years
light-duty vehicles	84%
heavy-duty vehicles	75%
Local Area Parameter Record	flag switch "2"
minimum daily temp (°F)	35° F
maximum daily temp (°F)	45° F
period 1 Reid Vapor Pressure	13.5 psi
period 2 Reid Vapor Pressure	13.5 psi
period 2 start year	1989
oxygenated fuels flag	flag switch "1"- not modeled
diesel sales fraction	flag switch "1"- not modeled flag switch "2"-modeled (95-96)
Temperature Values	flag switch "1"- daily average
Composition of Hydrocarbons	flag switch "1"- No HC calculated
Scenario Section	
region	flag switch "4"- LEV Program
calendar year of evaluation	run specific
average speed	scenario specific
ambient temp (°F)	40°F
operating mode fractions	20.6/27.3/20.6
month of evaluation	flag switch "1" - January
LEV Program phase in year	1994
I/M Program for LEV program	flag switch "1"- standard I/M

TABLE A.1 (Continued)

Mobile 5A Inputs - Years 1996 through 2020
Summer Conditions

	VOCs	CO	NOx
Tampering rates	Mobile 5A defaults	Mobile 5A defaults	Mobile 5A defaults
VMT mix	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%
Annual Mileage Accumulation and/or Registration Distribution by Age	Default accumulation rates/Massachusetts specific registration distribution	Default accumulation rates/Massachusetts specific registration distribution	Default accumulation rates/Massachusetts specific registration distribution
Modified Basic Exhaust Emission Rates (BERs)	Mobile 5A defaults	Mobile 5A defaults	Mobile 5A defaults
Inspection and Maintenance	IMFLAG 3, program modeled (two programs)	IMFLAG 3, program modeled (two programs)	IMFLAG 3, program modeled (two programs)
2-Speed I/M			
program start year	1983	1983	1983
stringency level	12%	12%	12%
first model year subject to program	1971	1971	1971
last model year subject to program	1980	1980	1980
waiver rate pre -1981	1%	1%	1%
waiver rate 1981 - present	1%	1%	1%
compliance rate	80%	80%	80%
program type	inspection only	inspection only	inspection only
inspection frequency	biennial	biennial	biennial
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV
test type	idle	idle	Idle
alternative credits	none	none	none
cutpoint for hydrocarbon	220	220	220
cutpoint for carbon monoxide	1.2	1.2	1.2
cutpoint for nitrogen oxides	999	999	999
Enhanced Program			
program start year	1995	1995	1995
stringency level	12%	12%	12%
first model year subject to program	1981	1981	1981
last model year subject to program	2020	2020	2020
waiver rate pre -1981	1%	1%	1%
waiver rate 1981 - present	1%	1%	1%
compliance rate	98%	98%	98%
program type	inspection only	inspection only	inspection only
inspection frequency	biennial	biennial	biennial
vehicles subject to inspection	LDGV,LDGV1,LDGV2.HDGV	LDGV,LDGV1,LDGV2.HDGV	LDGV,LDGV1,LDGV2.HDGV
test type	transient test	transient test	transient test
alternative credits	none	none	none
cutpoint for hydrocarbon	0.8	0.8	0.8
cutpoint for carbon monoxide	15	15	15
cutpoint for nitrogen oxides	2	2	2

Table A.1 Mobile 5A Inputs - Years 1996 through 2020 Summer Conditions (Cont.)

Anti-tampering program	ATPFLAG 8 - program modeled	ATPFLAG 8 - program modeled	ATPFLAG 8 - program modeled
program start year	1995	1995	1995
first model year subject to program	1975	1975	1975
last model year subject to program	2020	2020	2020
vehicles subject to program	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only	inspection only	inspection only
inspection frequency	biennial	biennial	biennial
compliance rate	98%	98%	98%
inspections performed:			
air system	tested	tested	tested
catalyst	tested	tested	tested
fuel inlet restrictor	tested	tested	tested
tailpipe lead deposit test	not tested	not tested	not tested
EGR system	tested	tested	tested
evaporative system	tested	tested	tested
PCV	tested	tested	tested
gas cap	tested	tested	tested
Pressure data			
program start year	1995	1995	1995
first model year subject to program	1975	1975	1975
last model year subject to program	2020	2020	2020
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only	inspection only	inspection only
inspection frequency	biennial	biennial	biennial
compliance rate	98%	98%	98%
Purge data			
program start year	1995	1995	1995
first model year subject to program	1975	1975	1975
last model year subject to program	2020	2020	2020
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only	inspection only	inspection only
inspection frequency	biennial	biennial	biennial
compliance rate	98%	98%	98%
Refueling Emission Factors	flag switch "2"-program modeled	flag switch "2"-program modeled	flag switch "2"
stage II start year	1991	1991	1991
phase in period	3 years	3 years	3 years
system efficiency for light-duty vehicles	84%	84%	84%
system efficiency for heavy-duty vehicles	75%	75%	75%
Local Area Parameter Record	flag switch "2"	flag switch "2"	flag switch "2"
minimum daily temp (°F)	68° F	68° F	68° F
maximum daily temp (°F)	94° F	94° F	94° F
period 1 Reid Vapor Pressure	11.5 psi	11.5 psi	11.5 psi
period 2 Reid Vapor Pressure	8.5 psi	8.5 psi	8.5 psi
period 2 start year	1989	1989	1989
oxygenated fuels flag	flag switch "1"- not modeled	flag switch "1"- not modeled	flag switch "1"- not modeled
diesel sales fraction	flag switch "1"- not modeled	flag switch "1"- not modeled	flag switch "1"- not modeled
reformulated fuel flag	flag switch "2"-modeled	flag switch "2"-modeled	flag switch "2"-modeled
Temperature Values	flag switch "1"- daily average	flag switch "1"- daily average	flag switch "1"- daily average
Composition of Hydrocarbons	flag switch "3" - VOCs	flag switch "1"- No HC calculated	flag switch "1"- No HC calculated
Scenario Section			
region	flag switch "4"- CA LEV Program	flag switch "4"- CA LEV Program	flag switch "4"- CA LEV Program
calendar year of evaluation	run specific	run specific	run specific
average speed	scenario specific	scenario specific	scenario specific
ambient temp (°F)	85.4°F	85.4°F	85.4°F
operating mode fractions	20.6/27.3/20.6	20.6/27.3/20.6	20.6/27.3/20.6
month of evaluation	flag switch "7"-July	flag switch "7"-July	flag switch "7"-July
LEV Program phase-in year	1994	1994	1994
I/M Program for LEV Program	flag switch "1"-standard I/M	flag switch "1"-standard I/M	flag switch "1"-standard I/M

Table A.1 Mobile 5A Inputs - Years 1996 through 2020 Winter Conditions

	CO
Tampering rates	Mobile 5A defaults
VMT mix	VMFLAG 3, MA specific LDGV - 82.3% LDGT1 - 7.1% LDGT2 - 3.6% HDGV - 1.9% LDDV - 1.1% LDDT - 0.1% HDDV - 3.2% MC - 0.7%
Annual Mileage Accumulation and/or Registration Distribution by Age	Default accumulation rates/Massachusetts specific registration distribution
Modified Basic Exhaust Emission Rates (BERs)	Mobile 5A defaults
Inspection and Maintenance	IMFLAG 3, program modeled (two programs)
2-Speed I/M	
program start year	1983
stringency level	12%
first model year subject to program	1971
last model year subject to program	1980
waiver rate pre -1981	1%
waiver rate 1981 - present	1%
compliance rate	80%
program type	inspection only
inspection frequency	biennial
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV
test type	idle
alternative credits	none
cutpoint for hydrocarbon	220
cutpoint for carbon monoxide	1.2
cutpoint for nitrogen oxides	999
Enhanced Program	
program start year	1995
stringency level	12%
first model year subject to program	1981
last model year subject to program	2020
waiver rate pre -1981	1%
waiver rate 1981 - present	1%
compliance rate	98%
program type	inspection only
inspection frequency	biennial
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV
test type	[illegible]nt test
alternative credits	none
cutpoint for hydrocarbon	0.8
cutpoint for carbon monoxide	15
cutpoint for nitrogen oxides	2

Table A.1 Mobile 5A Inputs - Years 1996 through 2020 Winter Conditions (Cont.)

Anti-tampering program	ATPFLAG 8 - program modeled
program start year	1995
first model year subject to program	1975
last model year subject to program	2020
vehicles subject to program	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only
inspection frequency	biennial
compliance rate	98%
inspections performed:	
air system	tested
catalyst	tested
fuel inlet restrictor	tested
tailpipe lead deposit test	not tested
EGR system	tested
evaporative system	tested
PCV	tested
gas cap	tested
Pressure data	
program start year	1995
first model year subject to program	1975
last model year subject to program	2020
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only
inspection frequency	biennial
compliance rate	98%
Purge data	
program start year	1995
first model year subject to program	1975
last model year subject to program	2020
vehicles subject to inspection	LDGV,LDGV1,LDGV2,HDGV
program type	inspection only
inspection frequency	biennial
compliance rate	98%
Refueling Emission Factors	flag switch "2"-program modeled
stage II start year	1991
phase in period	3 years
light-duty vehicles	84%
heavy-duty vehicles	75%
Local Area Parameter Record	flag switch "2"
minimum daily temp (°F)	35° F
maximum daily temp (°F)	45° F
period 1 Reid Vapor Pressure	13.5 psi
period 2 Reid Vapor Pressure	13.5 psi
period 2 start year	1989
oxygenated fuels flag	flag switch "1"- not modeled
diesel sales fraction	flag switch "1"- not modeled
reformulated fuel flag	flag switch "2"-modeled
Temperature Values	flag switch "1"- daily average
Composition of Hydrocarbons	flag switch "1"- No HC calculated
Scenario Section	
region	flag switch "4"- CA LEV Program
calendar year of evaluation	run specific
average speed	scenario specific
ambient temp (°F)	40°F
operating mode fractions	20.6/27.3/20.6
month of evaluation	flag switch "1"-January
LEV Program phase-in year	1994
I/M Program for LEV Program	flag switch "1"-standard I/M

Table A.2 - Emission Factors

Speed (mph)	VOC Emission Factors - Mobile 5A (grams/mile)* 1-13-95					
	1990	1995	1996	1999	2010	2020
Idle (gr/hour)	25.57	15.32	11.29	8.72	5.53	5.34
3	17.584	11.602	7.252	5.917	2.894	2.759
4	12.537	8.189	5.452	4.444	2.206	2.105
5	9.819	6.38	4.43	3.614	1.819	1.736
6	8.134	5.271	3.77	3.08	1.57	1.5
7	6.991	4.526	3.308	2.708	1.396	1.334
8	6.324	4.11	3.034	2.492	1.284	1.227
9	5.807	3.787	2.816	2.319	1.196	1.143
10	5.381	3.519	2.631	2.171	1.123	1.073
11	5.02	3.291	2.469	2.042	1.061	1.014
12	4.71	3.093	2.325	1.927	1.007	0.962
13	4.438	2.917	2.196	1.823	0.96	0.918
14	4.197	2.761	2.077	1.727	0.918	0.878
15	3.979	2.619	1.968	1.639	0.881	0.842
16	3.782	2.489	1.866	1.556	0.847	0.81
17	3.6	2.368	1.77	1.478	0.816	0.781
18	3.433	2.257	1.679	1.403	0.787	0.754
19	3.276	2.152	1.592	1.332	0.761	0.729
20	3.147	2.061	1.519	1.271	0.732	0.702
21	3.054	1.993	1.47	1.229	0.707	0.677
22	2.968	1.931	1.425	1.19	0.683	0.655
23	2.888	1.873	1.383	1.155	0.662	0.634
24	2.814	1.819	1.344	1.121	0.642	0.614
25	2.745	1.77	1.307	1.09	0.623	0.597
26	2.68	1.723	1.273	1.061	0.606	0.58
27	2.62	1.679	1.24	1.033	0.59	0.565
28	2.563	1.638	1.21	1.007	0.575	0.55
29	2.509	1.6	1.181	0.982	0.561	0.537
30	2.458	1.563	1.153	0.958	0.547	0.524
31	2.41	1.528	1.127	0.936	0.535	0.512
32	2.365	1.496	1.102	0.915	0.523	0.501
33	2.322	1.464	1.078	0.895	0.512	0.49
34	2.281	1.435	1.055	0.875	0.502	0.48
35	2.242	1.407	1.033	0.857	0.492	0.47
36	2.205	1.38	1.012	0.839	0.482	0.461
37	2.17	1.354	0.992	0.822	0.473	0.453
38	2.137	1.329	0.973	0.805	0.465	0.444
39	2.105	1.306	0.954	0.789	0.456	0.437
40	2.074	1.283	0.936	0.774	0.449	0.429
41	2.045	1.261	0.919	0.759	0.441	0.422
42	2.018	1.24	0.902	0.745	0.434	0.415
43	1.991	1.22	0.886	0.731	0.427	0.409
44	1.966	1.201	0.87	0.718	0.421	0.403
45	1.941	1.182	0.855	0.705	0.415	0.397
46	1.918	1.164	0.84	0.692	0.409	0.391
47	1.895	1.147	0.825	0.68	0.403	0.386
48	1.874	1.13	0.812	0.668	0.397	0.381
49	1.866	1.124	0.81	0.666	0.396	0.379
50	1.859	1.119	0.808	0.664	0.395	0.378
51	1.853	1.114	0.806	0.663	0.394	0.377
52	1.847	1.11	0.804	0.661	0.393	0.376
53	1.841	1.105	0.802	0.659	0.392	0.376
54	1.835	1.101	0.8	0.658	0.391	0.375
55	1.83	1.098	0.799	0.657	0.391	0.374
56	1.876	1.119	0.814	0.668	0.397	0.38
57	1.922	1.14	0.83	0.679	0.403	0.386
58	1.968	1.162	0.846	0.69	0.41	0.392
59	2.015	1.184	0.862	0.701	0.416	0.399
60	2.062	1.206	0.878	0.712	0.423	0.405
61	2.109	1.228	0.894	0.724	0.43	0.411
62	2.156	1.25	0.91	0.735	0.436	0.418
63	2.204	1.273	0.927	0.747	0.443	0.424
64	2.252	1.295	0.943	0.758	0.45	0.431
65	2.3	1.318	0.96	0.77	0.457	0.438

*Idle emission factor is in grams/hour.

Table A.2 - Emission Factors

Speed (mph)	NOX Emission Factors - Mobile 5A (grams/mile)* 1-13-95					
	1990	1995	1996	1999	2010	2020
Idle (gr/hour)	8.36	7.11	6.21	5.26	3.89	3.76
3	3.196	2.699	2.359	1.998	1.478	1.427
4	2.996	2.508	2.195	1.859	1.374	1.327
5	2.859	2.384	2.087	1.767	1.306	1.261
6	2.755	2.295	2.009	1.701	1.257	1.214
7	2.672	2.225	1.948	1.65	1.219	1.177
8	2.603	2.169	1.899	1.608	1.189	1.148
9	2.544	2.123	1.858	1.574	1.163	1.123
10	2.492	2.083	1.823	1.544	1.142	1.102
11	2.447	2.049	1.793	1.518	1.123	1.084
12	2.407	2.019	1.766	1.496	1.106	1.068
13	2.372	1.993	1.743	1.476	1.092	1.054
14	2.34	1.969	1.722	1.458	1.079	1.042
15	2.311	1.948	1.704	1.442	1.067	1.031
16	2.286	1.93	1.687	1.428	1.057	1.021
17	2.263	1.913	1.672	1.416	1.048	1.012
18	2.242	1.898	1.658	1.404	1.039	1.004
19	2.223	1.884	1.646	1.394	1.032	0.997
20	2.211	1.878	1.64	1.389	1.029	0.993
21	2.21	1.879	1.641	1.39	1.029	0.994
22	2.209	1.881	1.642	1.39	1.03	0.995
23	2.208	1.882	1.643	1.391	1.03	0.995
24	2.208	1.884	1.644	1.392	1.031	0.996
25	2.208	1.886	1.645	1.392	1.032	0.997
26	2.209	888	1.647	1.394	1.033	0.997
27	2.21	1.89	1.648	1.395	1.034	0.998
28	2.212	1.893	1.65	1.396	1.035	0.999
29	2.214	1.895	1.652	1.398	1.036	1.001
30	2.218	1.898	1.655	1.4	1.038	1.002
31	2.221	1.901	1.657	1.402	1.039	1.004
32	2.225	1.905	56	1.404	1.041	1.005
33	2.23	1.908	63	1.407	1.043	1.007
34	2.236	1.912	1.667	1.41	1.045	1.009
35	2.242	1.917	1.671	1.413	1.047	1.012
36	2.249	1.921	1.675	1.416	1.05	1.014
37	2.256	1.926	1.679	1.42	1.053	1.017
38	2.264	1.932	1.684	1.424	1.055	1.019
39	2.273	1.938	1.689	1.429	1.059	1.022
40	2.283	1.944	1.695	1.433	1.062	1.026
41	2.294	1.951	1.701	1.438	1.066	1.029
42	2.306	1.958	1.707	1.444	1.07	1.033
43	2.318	1.966	1.714	1.45	1.074	1.037
44	2.332	1.974	1.721	1.456	1.078	1.041
45	2.346	1.983	1.729	1.463	1.083	1.046
46	2.362	1.992	1.738	1.47	1.088	1.051
47	2.38	2.002	1.747	1.477	1.094	1.056
48	2.398	2.013	1.757	1.486	1.1	1.062
49	2.484	2.076	1.809	1.527	1.128	1.09
50	2.57	2.141	1.863	1.569	1.158	1.118
51	2.658	2.206	1.917	1.612	1.188	1.147
52	2.748	2.272	1.972	1.655	1.218	1.176
53	2.839	2.339	2.028	1.699	1.249	1.206
54	2.931	2.407	2.084	1.744	1.28	1.236
55	3.026	2.476	2.142	1.79	1.312	1.267
56	3.122	2.546	2.201	1.836	1.345	1.298
57	3.22	2.617	2.261	1.884	1.378	1.33
58	3.32	2.69	2.322	1.932	1.412	1.363
59	3.422	2.764	2.384	1.982	1.447	1.397
60	3.527	2.839	2.448	2.033	1.483	1.431
61	3.635	2.917	2.513	2.085	1.52	1.467
62	3.745	2.996	2.58	2.138	1.557	1.503
63	3.858	3.076	2.649	2.193	1.596	1.54
64	3.974	3.159	2.719	2.25	1.636	1.578
65	4.094	3.244	2.792	2.308	1.677	1.618

* Idle emission factor is in grams/hour.

Table A.2 - Emission Factors

Speed (mph)	January CO Emission Factors (grams/mile) 1/13/95					
	1990	1995	1996	1999	2010	2020
Idle (gr/hour)	560.26	309.43	251.14	176.33	120.41	115.78
3	189.321	105.33	85.668	60.386	41.379	39.808
4	144.874	81.954	66.899	47.522	32.798	31.574
5	117.58	67.7	55.51	39.707	27.568	26.554
6	99.104	58.082	47.828	34.433	24.033	23.158
7	85.779	51.15	42.29	30.626	21.478	20.702
8	75.726	45.915	38.105	27.747	19.54	18.84
9	67.883	41.822	34.83	25.492	18.019	17.377
10	61.599	38.535	32.198	23.676	16.792	16.197
11	56.456	35.837	30.035	22.183	15.78	15.223
12	52.172	33.582	28.226	20.932	14.932	14.407
13	48.548	31.671	26.691	19.87	14.21	13.712
14	45.443	30.03	25.373	18.956	13.588	13.114
15	42.753	28.605	24.227	18.162	13.047	12.593
16	40.397	27.357	23.223	17.464	12.572	12.135
17	38.316	26.253	22.335	16.847	12.151	11.73
18	36.463	25.271	21.544	16.297	11.777	11.369
19	34.8	24.39	20.836	15.804	11.44	11.045
20	33.412	23.443	20.019	15.155	10.957	10.578
21	32.225	22.388	19.067	14.361	10.348	9.988
22	31.141	21.428	18.201	13.639	9.794	9.451
23	30.144	20.55	17.409	12.979	9.289	8.961
24	29.225	19.744	16.683	12.373	8.825	8.511
25	28.375	19.002	16.015	11.816	8.398	8.098
26	27.585	18.317	15.398	11.301	8.004	7.716
27	26.85	17.681	14.826	10.823	7.64	7.363
28	26.165	17.091	14.295	10.38	7.302	7.035
29	25.525	16.542	13.801	9.968	6.987	6.73
30	24.927	16.029	13.34	9.583	6.694	6.446
31	24.367	15.55	12.909	9.224	6.42	6.18
32	23.843	15.101	12.506	8.887	6.163	5.931
33	23.353	14.68	12.127	8.572	5.923	5.698
34	22.894	14.285	11.772	8.275	5.696	5.479
35	22.464	13.914	11.438	7.997	5.484	5.273
36	22.062	13.564	11.123	7.734	5.283	5.078
37	21.685	13.235	10.827	7.487	5.094	4.895
38	21.334	12.925	10.547	7.254	4.916	4.722
39	21.005	12.632	10.283	7.033	4.747	4.559
40	20.698	12.355	10.033	6.825	4.587	4.404
41	20.412	12.094	9.797	6.628	4.435	4.257
42	20.145	11.847	9.573	6.441	4.292	4.118
43	19.895	11.613	9.362	6.265	4.155	3.986
44	19.663	11.391	9.161	6.097	4.026	3.861
45	19.446	11.181	8.97	5.938	3.903	3.741
46	19.243	10.982	8.789	5.786	3.786	3.628
47	19.052	10.793	8.617	5.643	3.674	3.52
48	18.872	10.612	8.453	5.506	3.568	3.417
49	18.877	10.616	8.456	5.508	3.569	3.419
50	18.885	10.62	8.46	5.511	3.571	3.421
51	18.894	10.625	8.464	5.514	3.574	3.424
52	18.905	10.631	8.47	5.519	3.578	3.427
53	18.918	10.639	8.477	5.524	3.582	3.431
54	18.933	10.648	8.485	5.531	3.587	3.436
55	18.95	10.659	8.494	5.538	3.592	3.441
56	22.168	11.994	9.476	6.096	3.902	3.736
57	25.388	13.331	10.46	6.655	4.213	4.032
58	28.611	14.669	11.445	7.215	4.525	4.329
59	31.837	16.01	12.432	7.776	4.838	4.627
60	35.065	17.352	13.42	8.338	5.151	4.925
61	38.297	18.696	14.41	8.902	5.466	5.225
62	41.532	20.042	15.402	9.468	5.782	5.526
63	44.771	21.39	16.396	10.035	6.1	5.828
64	48.014	22.741	17.392	10.604	6.418	6.132
65	51.262	24.094	18.39	11.175	6.738	6.437

*Idle emission factor is in grams/hour.

TABLE A.3
STATUS REPORT OF THE 1982 STATE IMPLEMENTATION PLAN TCMs

Transportation Control Measures Carried Forward from the 1979 SIP into the 1982 SIP	1993 Transp. Plan	Status in 1995
MBTA Plant Improvements		
- Green Line improvements	X	implemented and ongoing
- station modernization (Park, State, Washington		completed - other stations now being modernized (Andrew, Blue Line)
- miscellaneous plant improvements		implemented and ongoing
MBTA Vehicle Fleet Improvements	X	implemented and ongoing
Commuter Rail Improvement Program	X	implemented and ongoing
MBTA Park 'n' Ride Program		
- Alewife	X	complete - further expansion planned
- Quincy Adams	X	complete - further expansion planned
- Braintree	X	complete - further expansion planned
Reduction and Relocation of bus stops	X	implemented and ongoing
Urban Systems (TOPICS-type) Program	X	implemented and ongoing
Off-Street Parking Freeze - City of Boston		implemented and ongoing
Off-Street Parking Freeze - City of Cambridge		implemented and ongoing
Off-Street Parking Freeze - Logan Airport		implemented and on going
Public Information/Promotion		
- bus stop sign replacement		implemented and ongoing
- information kiosks		implemented and ongoing

Commuter Boat Service Demonstration (Hingham to Boston)	X	regular contract service ongoing
Downtown Crossing Pedestrian Zone		implemented and ongoing
Boston resident Parking Sticker Program		implemented and ongoing
Cambridge Resident Parking Sticker Program		implemented and ongoing
MDC On-Street Parking Ban		implemented and ongoing
MBTA Pass Program		implemented and ongoing
Masspool, Inc. (CARAVAN)	X	ongoing
Extension of I-93 HOV Lane to Charlestown	X	complete
MBTA Suburban Bus Program	X	implemented and ongoing
State/Local Financing Net Cost of T-Service - review of fare changes shall involve the public and consider environmental impacts		ongoing
Bicycle Racks at transit stations		ongoing
MDPW (MHD) Bikeway Program		ongoing
Variable Work Hours Program		ongoing
MBTA Idling Reduction Program		implemented and ongoing
Right-Turn on Red		implemented and ongoing
Charlestown Bus Garage		completed 1979
Bus Immersion Heater Program		discontinued
Improved Service Delivery - priority signals - automated fare collection - scheduling and routing modifications - passenger shelters	 X X X X	 implemented and ongoing implemented and ongoing implemented and ongoing implemented and ongoing
Improved Service Evaluation		ongoing

Transportation Control Measures Adopted Between 1979 and 1982	1993 Transp. Plan	Status in 1995
Improved Public Transit -Newton Rider Bus Service - Insurance Discounts for Private Bus Riders		not continued - funding not feasible discounts for MBTA pass holders
Area-Wide Ridesharing Programs	X	ongoing
On-Street Parking Controls - Resident Parking Sticker Programs - Boston Tow and Hold Program - Cambridge Zoning Ordinance Change		ongoing
Pedestrian Malls - Auto Restriction Zones		implemented and ongoing
Employer-Based Ridesharing Programs - Airport Ridesharing Program		ongoing
Road Pricing to Discourage Single-Occupant Vehicles - Mass Pike, Callahan/Sumner Carpool Incentive Program		ongoing
Interstate 93 Southbound HOV Lane	X	implemented, ongoing and planned to be extended
Traffic Flow Improvements - Urban Systems Projects	X	ongoing
Fringe Parking/Park and Ride Lots	X	ongoing

TABLE A.3 (Cont.)
STATUS REPORT OF THE TCMs IN THE
STATE IMPLEMENTATION PLAN AMENDMENTS

Construction Project	1993 Transp. Plan	Status in 1995
South Station Bus Terminal	X	Phase I completed, Phase II under way with completion in 1995
South Station Track #12	X	scheduled for completion in 1995
Ipswich Commuter Rail extension to Newburyport	X	active project
Old Colony Commuter Rail Extension	X	under construction
Framingham Commuter Rail Extension to Worcester	X	interim service started in September, 1994
20,000 new park and ride and commuter rail station parking spaces	X	ongoing, 10,000 completed by 1996, remaining by 1999
Blue Line Platform lengthening and modernization		under construction, scheduled completion June, 1995
Green Line Arborway Restoration	X	scheduled completion 1997
South Boston Piers Electric Bus Service	X	scheduled completion 2000
Green Line Extension to Medford Hillside (Tufts)	X	scheduled completion 2010
Blue Line Connection from Bowdoin Station to Red Line at Charles Station	X	scheduled completion 2010
I-93 Southbound HOV Lane to Mystic Avenue	X	completed
I-93 HOV Lane from Mystic Avenue to Route 128	X	scheduled construction 2004
I-93 (SE Expressway) HOV Lane from I-90 and Route 3	X	construction to begin in 1995

Study Project	1993 Transp. Plan	Status in 1995
Development of issues to be addressed in the Program for Mass Transportation	X	PMT adopted 1994
Toll Pricing feasibility to Logan Airport		in progress
Feasibility of toll booth on Route 1A		completed June, 1994
Feasibility of water shuttle between Boston and North Shore		completed 1991
Transit improvements study - PMT	X	PMT adopted 1994
Feasibility of rail connection between South Station and Logan Airport		final report issued July, 1994
Expansion of size and number of Logan Express service parking and transit facilities	X	scheduled completion 1994
Expanding high occupancy vehicle lanes and services within Logan Airport	X	completed June, 1994
Connecting circumferential transit facilities and radial transit services	X	interim cross-town service started September, 1994
Upgrade rail service to NY; Worcester & Springfield, MA.; Hartford, CT.; and Portland, ME.	X	in progress
Examine indexing of transit fares	X	addressed in the Fiscal Year 1996 Annual Fare Report -completed March 1995
Feasibility of HOV Lanes on I-90 between I-93 and I-95	X	completed 1994

TABLE A.4
CATEGORICALLY EXEMPT PROJECTS

Certain transportation projects eligible for federal funding have no impact on regional emissions. These are 'neutral' projects that, because of their nature, will not affect the outcome of regional emissions analyses and add no substance to those analyses. As a result, DOT and EPA have agreed that such projects may be excluded from the regional emissions analyses required in order to determine conformity of TIPs and Plans. Projects eligible for this treatment are as follows:

Safety

Railroad/highway crossing
Pavement marking demonstration
Hazard elimination program
Safer off-system roads (non-federal-aid system)
Emergency relief (23 U.S.C. 125)
Also specific projects for:
- intersection channelization projects
- shoulder improvements
- truck size and weight inspection stations
- safety improvement program
- intersection signalization projects
- railroad/highway crossing warning devices
- changes in vertical and horizontal alignment
- increasing sight distance
- guardrails, median barriers, crash cushions
- pavement resurfacing and/or rehabilitation
- widening narrow pavements or reconstructing bridges (less than one travel lane)
- noise attenuation
- fencing
- skid treatments
- safety roadside rest areas
- other traffic control devices
- truck climbing lanes
- lighting improvements
- adding medians

TABLE A.4
CATEGORICALLY EXEMPT PROJECTS
(continued)

Mass Transit

- Purchase of office, shop, and operating equipment for existing facilities
- Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)
- Construction or renovation of power, signal, and communications systems
- Operating assistance
- Rehabilitation of transit vehicles
- Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- Construction of small passenger shelters and information kiosks
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
- Noise attenuation
- Purchase of support vehicles (e.g. autos, vans)
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansion of the fleet to provide new service
- Construction of new bus and rail storage and maintenance facilities which meet the conditions for categorical exclusion specified in 23 CFR 771

Air Quality

- Continuation of ride-sharing and van-pooling promotion activities at current levels
- Bicycle projects
- Pedestrian facilities

Other

- Engineering to define elements of proposed action or alternatives to assess social, economic, and environmental effects
- Advance land acquisitions as prescribed in 23 CFR 771
- Acquisition of scenic easements
- Plantings, landscaping, etc.
- Sign Removal

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
Bridge Program (Off-System)					
	1995	ACTON	WETHERBEE ST., ACTON	600081	Exempt
	1995	BOSTON	MERIDIAN ST., BOSTON-CHELSEA	600637	Exempt
	1995	CAMBRIDGE	FRESH POND LANE, CAMBRIDGE	27258	Exempt
	1995	IPSWICH	GOULD'S CREEK, IPSWICH	28650	Exempt
	1995	IPSWICH	GREEN ST., IPSWICH	600210	Exempt
	1995	MEDWAY	WALKER ST., MEDWAY	600121	Exempt
	1995	MILLIS	MYRTLE ST., MILLIS	49055	Exempt
	1995	NEWTON	DEXTER RD., NEWTON	600234	Exempt
	1995	PEABODY	JOHNSON ST. EXT., PEABODY	35906	Exempt
	1995	READING	MINERAL ST., READING	600769	Exempt
	1995	WINCHESTER	SHORE RD., WINCHESTER	600783	Exempt
	1996	ASHLAND	FOUNTAIN STREET, ASHLAND	26703	Exempt
	1996	BOSTON	IPSWICH ST., BOSTON	600731	Exempt
	1996	BOSTON	PARK ST., BOSTON	55750	Exempt
	1996	DOVER	BRIDGE ST., DOVER	600746	Exempt
	1997	BOSTON	SILVER ST., BOSTON, 01	129320	Exempt
	1997	CONCORD	MONUMENT ST., CONCORD	Pending	Exempt
	1997	GLOUCESTER	THATCHER RD., GLOUCESTER	133850	Exempt
	1997	HAMILTON	CUTLER RD., HAMILTON	18115	Exempt
	1997	SOMERVILLE	SYCAMORE ST., SOMERVILLE, 01	133109	Exempt
Bridge Program (On-System)					
	1995	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1995	LITTLETON	GREAT RD., LITTLETON, 01	29225	Exempt
	1995	MEDFORD	GROVE ST., MEDFORD, 1	30100	Exempt
	1995	NEWTON	RTE. 16, NEWTON	180505	Exempt
	1995	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1995	STATEWIDE	BRIDGE INSPECTION	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1995	STATEWIDE	DESIGN & RIGHT-OF-WAY	Pending	Exempt
	1996	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1997	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1997	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1997	STATEWIDE	BRIDGE INSPECTION	Pending	Exempt
	1997	STATEWIDE	DESIGN & RIGHT-OF-WAY	Pending	Exempt
Congestion Mitigation/Air Quality Program					
	1995	BOSTON	CLEAN CITIES (I), MASSPORT		Off-Model
	1995	BOSTON	SOUTHEAST EXPRESSWAY HOV LANE	Pending	Model
	1995	BOSTON REGION	CLEAN CITIES (II), MAPC AREA	Pending	Off-Model
	1995	BOSTON REGION	INCIDENT MANAGEMENT PROGRAM	Pending	Off-Model
	1995	BOSTON REGION	MOTORIST ASSISTANCE PROGRAM	Pending	Off-Model
	1995	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (I)	Pending	Exempt
	1995	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (II)	Pending	Exempt
	1995	METROWEST AREA	CLEAN CITIES (III), METROWEST AREA		No Info Available
	1995	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1995	STATEWIDE	TRANSPORTATION DEMAND MANAGEMENT	Pending	No Info Available
	1996	BOSTON	LOGAN AIRPORT, BOSTON	Pending	No Info Available
	1996	BOSTON	SOUTHEAST EXPRESSWAY HOV LANE	Pending	Model
		BOSTON REGION	CLEAN CITIES (II), MAPC AREA	Pending	Off-Model
	1996	BOSTON REGION	CLEAN CITIES (IV), CAMBRIDGE & CAPE ANN	Pending	No Ifo Avaliable
	1996	BOSTON REGION	PARK & RIDE FACILITIES	Pending	Off-Model
	1996	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (I)	Pending	Exempt
	1996	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (II)	Pending	Exempt
	1996	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1996	STATEWIDE	TRANSPORTATION DEMAND MANAGEMENT	Pending	No Info Availble
	1997	BOSTON	CONGRESS ST. OVERPASS, BOSTON	16700	Exempt
	1997	BOSTON	LOGAN AIRPORT, BOSTON	Pending	No Info Available
	1997	BOSTON	SOUTHEAST EXPRESSWAY HOV LANE	Pending	Model

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	BOSTON REGION	CLEAN CITIES (II), MAPC AREA	Pending	Off-Model
	1997	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (I)	Pending	Exempt
	1997	BOSTON REGION	TRANSPORTATION MANAGEMENT ASSOC. (II)	Pending	Exempt
	1997	STATEWIDE	TRANSPORTATION DEMAND MANAGEMENT	Pending	No Info Avaliable
Interstate Construction Program					
	1995	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1996	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
Interstate Maintenance					
	1995	DEDHAM	RTE. 1 OVER RTE. I-95 (128)	600704	Exempt
	1995	FOXBOROUGH	RTE. I-95, MANSFIELD-SHARON	600805	Exempt
	1995	MEDFORD	RTE. I-93, MEDFORD	71707	Exempt
	1995	MILFORD	I-495, MILFORD-WRENTHAM	400055	Exempt
	1995	SHARON	RTE. I-95, NORWOOD-FOXBOROUGH	600803	Exempt
	1995	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1995	WOBURN	RTE. I-93/MONTVALE AVE, WOBURN	600707	Exempt
	1996	FRANKLIN	I-495, FRANKLIN-FOXBOROUGH	600161	Exempt
	1996	LEXINGTON	RTE. 2 OVER RTE. I-95	600703	Exempt
	1996	MILTON	RTE I-93, MILTON-QUINCY	71715	Exempt
	1997	MARLBOROUGH	RTE. I-495, MARLBOROUGH	63615	Model
	1997	READING	RTES. I-93/129, READING - WILMINGTON	89201	Exempt
	1997	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1997	STATEWIDE	INFRASTRUCTURE IMPROVEMENTS	Pending	Exempt
Inerstate Transfer					
	1995	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1996	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1997	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model

A.5 Air Quality Status of All Projects in the 1995-1997 TIP

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
National Highway Program					
	1995	BOSTON	BLUE HILL AVE., BOSTON, 03	6002	Model
	1995	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1995	FRAMINGHAM	RTE. 9, WESTBOROUGH -FRAMINGHAM	125399	Exempt
	1995	MARSHFIELD	RTE. 139, MARSHFIELD	114505	Model
	1995	NATICK	RTE. 9 & SPEEN ST., NATICK	130580	Exempt
	1995	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1995	STATEWIDE	INFRASTRUCTURE IMPROVEMENTS	Pending	Exempt
	1996	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1996	GLOUCESTER	BASS AVE./RTE. 128	41504	Exempt
	1997	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Model
	1997	STATEWIDE	BRIDGE DECKS & PAINTING	Pending	Exempt
	1997	STATEWIDE	INFRASTRUCTURE IMPROVEMENTS	Pending	Exempt
Non-Federal Aid Program					
	1995	ACTON	RTE. 111, ACTON -BOXBOROUGH	600683	Exempt
	1995	ACTON	RTE. 27, ACTON, 03	104749	Exempt
	1995	BEDFORD	LOOMIS ST., BEDFORD	Pending	Exempt
	1995	BEDFORD	SOUTH RD., BEDFORD	Pending	Exempt
	1995	BOSTON	HARVARD ST., BOSTON	31102	Exempt
	1995	BOXBOROUGH	RTE. 111, BOXBOROUGH -HARVARD	600678	Exempt
	1995	BRAINTREE	OLD RTE. 128, BRAINTREE-WEYMOUTH	86901	Exempt
	1995	BRAINTREE	RTE. 3, BRAINTREE	600463	Exempt
	1995	CANTON	NEPONSET ST., CANTON	600470	Exempt
	1995	CONCORD	RTE.2, CONCORD	600521	Exempt
	1995	DEDHAM	RTE. 109, DEDHAM	79741	Exempt
	1995	FRANKLIN	KING ST., FRANKLIN	Pending	Exempt
	1995	FRANKLIN	SUMMER ST., FRANKLIN	Pending	Exempt
	1995	FRANKLIN	UNION ST., FRANKLIN	Pending	Exempt
	1995	GLOUCESTER	RTE. 127, GLOUCESTER	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1995	GLOUCESTER	RTE. 127A, GLOUCESTER	Pending	Exempt
	1995	HANOVER	RTE. 139, HANOVER	91150	Exempt
	1995	HUDSON	RTE. 62, HUDSON	600574	Exempt
	1995	LEXINGTON	MAPLE ST., LEXINGTON	43325	Exempt
	1995	LINCOLN	RTE. 2, LINCOLN	600459	Exempt
	1995	LITTLETON	RTE 119/2A, LITTLETON	600540	Exempt
	1995	LYNN	BOSTON ST., LYNN (1)	Pending	Exempt
	1995	LYNN	BOSTON ST., LYNN (II)	Pending	Exempt
	1995	LYNN	CHESTNUT ST., LYNN	Pending	Exempt
	1995	MARLBOROUGH	RTE. 20, MARLBOROUGH	600122	Model
	1995	MEDFORD	COLLEGE AVE., MEDFORD	15555	Exempt
	1995	MEDFORD	NORTH ST., MEDFORD, 01	52300	Exempt
	1995	NATICK	RTE 135, 2 LOCATIONS	600501	Exempt
	1995	REVERE	RTE. 1A & OAK ISLAND ST., REVERE	600173	Exempt
	1995	REVERE	RTE. 1A & REVERE ST.	600178	Exempt
	1995	SALEM	RTE. 107, SALEM	600068	Exempt
	1995	SHARON	RTE. 27, SHARON	Pending	Exempt
	1995	STONEHAM	RTE. 28, STONEHAM	131511	Exempt
	1995	TOPSFIELD	RTE. 1 AT IPSWICH RD.,TOPSFIELD	600595	Exempt
	1995	WATERTOWN	MAIN ST., WATERTOWN	600706	Exempt
	1995	WAYLAND	RTE. 20, WAYLAND	Pending	Exempt
	1995	WAYLAND	RTE. 30, WAYLAND	Pending	Exempt
	1995	WELLESLEY	RTES. 9/16, WELLESLEY	600072	Exempt
	1995	WESTON	SCHOOL ST., WESTON	101350	Exempt
	1995	WEYMOUTH	PARK AVE. & PLEASANT ST., WEYMOUTH	142121	Exempt
	1995	WEYMOUTH	RTES. 18 & 53, WEYMOUTH	600181	Exempt
	1995	WILMINGTON	RTE. 62, WILMINGTON, 01	118604	Exempt
	1996	BOLTON	RTE. 117, BOLTON	600580	Exempt
	1996	BOSTON	SIGNAL CONTROL REPLACEMENT, BOSTON	Pending	Exempt
	1996	BOSTON	SIGNAL CONTROL REPLACEMENT, BOSTON	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1996	BOSTON	WASHINGTON ST., BOSTON	Pending	Exempt
	1996	BROOKLINE	FIRE STATIONS 6 & 7, BROOKLINE	Pending	Exempt
	1996	BROOKLINE	HARVARD ST., BROOKLINE	Pending	Exempt
	1996	BROOKLINE	NEWTON ST., BROOKLINE	Pending	Exempt
	1996	BURLINGTON	DRAKE VILLAGE BRIDGE	Pending	Exempt
	1996	BURLINGTON	ROUTE 3	600526	Exempt
	1996	CARLISLE	RTE. 225, CARLISLE	600449	Exempt
	1996	FOXBOROUGH	NORTH ST., FOXBOROUGH	600283	Exempt
	1996	FRAMINGHAM	RTE. 30 AT SPEEN ST., FRAMINGHAM	110952	Exempt
	1996	GLOUCESTER	RTE 127A, GLOUCESTER	600473	Exempt
	1996	HUDSON	MAIN ST., HUDSON	Pending	Exempt
	1996	IPSWICH	DOWNTOWN IPSWICH	Pending	Exempt
	1996	IPSWICH	RTE. 1 AT LINEBROOK RD.	600066	Exempt
	1996	MARLBOROUGH	RTE. 20 (EAST), MARLBOROUGH	Pending	Model
	1996	MEDFORD	BOSTON AVE., MEDFORD	Pending	Exempt
	1996	NATICK	RTES. 135 & 27, NATICK	600573	Exempt
	1996	SHERBORN	S. MAIN ST., SHERBORN	Pending	Exempt
	1996	SWAMPSCOTT	HUMPHREY ST., SWAMPSCOTT (I)	Pending	Exempt
	1996	WALTHAM	BUS PURCHASE, WALTH	Pending	Exempt
	1996	WESTWOOD	GAY ST., WESTWOOD	Pending	Exempt
	1996	WESTWOOD	HIGH ST., WESTWOOD	Pending	Exempt
	1996	WESTWOOD	OAK ST., WESTWOOD	Pending	Exempt
	1996	WESTWOOD	POND ST., WESTWOOD	Pending	Exempt
	1996	WESTWOOD	RTE 1A, WESTWOOD	600779	Exempt
	1997	ACTON	RTE. 2, ACTON	96902	Exempt
	1997	BEVERLY	RAILROAD STATION, BEVERLY	Pending	Exempt
	1997	BOSTON	BOLTON ST.	6308	Exempt
	1997	BOSTON	DORCESTER BICYCLE PATH	5625	Exempt
	1997	BOSTON	UNION SQ-NEWTON LINE, BOSTON	Pending	Exempt
	1997	BOSTON	WEST SECOND ST., BOSTON	140276	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	BOSTON REGION	PARK & RIDE FACILITIES	Pending	Exempt
	1997	BOSTON REGION	PAVEMENT MANAGEMENT	Pending	Exempt
	1997	COHASSET	NORTH MAIN ST., COHASSET	Pending	Exempt
	1997	DANVERS	CENTRE ST., DANVERS	Pending	Exempt
	1997	DANVERS	ROUTE 114, DANVERS	Pending	Exempt
	1997	DEDHAM	SPRING ST., DEDHAM, 01	30835	Exempt
	1997	DOVER	CENTRE ST., DOVER	Pending	Exempt
	1997	EVERETT	FERRY ST. & RTE. 99 (BROADWAY), EVERETT	Pending	Exempt
	1997	EVERETT	SHUTE ST. AND LYNN ST., EVERETT	Pending	Exempt
	1997	FRANKLIN	CHESTNUT ST., FRANKLIN	Pending	Exempt
	1997	FRANKLIN	LINCOLN & MAIN STS., FRANKLIN	Pending	Exempt
	1997	FRANKLIN	SUMMER ST., FRANKLIN	Pending	Exempt
	1997	GLOUCESTER	RAILROAD STATION, GLOUCESTER	Pending	Exempt
	1997	LEXINGTON	BEDFORD ST., LEXINGTON	Pending	Exempt
	1997	LEXINGTON	HARTWELL AVE., LEXINGTON	Pending	Exempt
	1997	LYNN	RTE. 107, LYNN	Pending	Exempt
	1997	MELROSE	ESSEX ST., MELROSE	Pending	Exempt
	1997	MELROSE	GREEN ST., MELROSE	Pending	Exempt
	1997	MELROSE	LEBANON ST., MELROSE	Pending	Exempt
	1997	MELROSE	WASHINGTON ST., MELROSE	Pending	Exempt
	1997	NEEDHAM	HIGHLAND AVE., NEEDHAM	32670	Exempt
	1997	PEABODY	LOWELL ST., PEABODY	Pending	Exempt
	1997	QUINCY	DRAINAGE IMPROVEMENTS, QUINCY	Pending	Exempt
	1997	SALEM	PARKING FACILITY, SALEM	5327	Exempt
	1997	SHERBORN	WASHINGTON ST., SHERBORN	Pending	Exempt
	1997	WALTHAM	WYMAN ST., WALTHAM	Pending	Exempt
	1997	WESTON	SOUTH ST., WESTON	130375	Exempt
	1997	WESTWOOD	CANTON ST., WESTWOOD	Pending	Exempt
	1997	WESTWOOD	EAST ST., WESTWOOD	Pending	Exempt
	1997	WESTWOOD	HARTFORD ST., WESTWOOD	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	WESTWOOD	WINTER ST., WESTWOOD	Pending	Exempt
	1997	WOBURN	RTE. I-93 INTERCHANGE, WOBURN	Pending	Exempt
	1997	WRENTHAM	CREEK ST., WRENTHAM	Pending	Exempt
	1997	WRENTHAM	PARK ST., WRENTHAM	Pending	Exempt
	1997	WRENTHAM	TAUNTON ST., WRENTHAM	Pending	Exempt
	1997	WRENTHAM	THURSTON ST., WRENTHAM	Pending	Exempt
	1997	WRENTHAM	WEST ST., WRENTHAM	Pending	Exempt
Section 3 Program (Fixed Guideway)					
	1995	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1996	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
	1997	SOUTH SHORE	OLD COLONY RESTORATION	T00001	Model
Section 3 Program (New Start)					
	1995	BOSTON	SOUTH BOSTON PIERS TRANSITWAY	T00002	Model
	1996	BOSTON	SOUTH BOSTON PIERS TRANSITWAY	T00002	Model
	1997	BOSTON	SOUTH BOSTON PIERS TRANSITWAY	T00002	Model
Section 9 (Capital Assistance to Transit)					
	1995	BOSTON	BOSTON ENGINE TERMINAL	T00003	Exempt
	1995	BOSTON REGION	MBTA BUS PROCUREMENT	T00004	Off-Model
	1995	CAPE ANN	SUPPORT EQUIPMENT AND SERVICES	C00002	Exempt
	1996	BOSTON	BOSTON ENGINE TERMINAL	T00003	Exempt
	1996	BOSTON	YARD, TRACK AND SIGNAL MODIFICATIONS	T00007	Exempt
	1996	CANTON	CANTON VIADUCT	T00006	Exempt
	1996	CAPE ANN	SUPPORT EQUIPMENT AND SERVICES	C00002	Exempt
	1997	BOSTON	AQUARIUM SUBSTATION VENT SHAFT	T00011	Exempt
	1997	BOSTON	BOSTON ENGINE TERMINAL	T00003	Exempt
	1997	BOSTON	RED LINE VENT SHAFT PROGRAM	T00010	Exempt
	1997	CAPE ANN	SUPPORT EQUIPMENT AND SERVICES	C00002	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
Section 9 (Operating Assistance to Transit)					
	1995	BOSTON REGION	MBTA OPERATING ASSISTANCE	T00005	Exempt
	1995	CAPE ANN	SECTION 9, CATA OPERATING ASSISTANCE	C00001	Exempt
	1996	BOSTON REGION	MBTA OPERATING ASSISTANCE	T00005	Exempt
	1996	CAPE ANN	SECTION 9, CATA OPERATING ASSISTANCE	C00001	Exempt
	1997	BOSTON REGION	MBTA OPERATING ASSISTANCE	T00005	Exempt
	1997	CAPE ANN	SECTION 9, CATA OPERATING ASSISTANCE	C00001	Exempt
Section 16 (Mobility Assistance)					
	1995	BOSTON AREA	ACCESSIBLE TRANSPORTATION ASSISTANCE	E00001	Exempt
Section 18 (Transit Assistance to CATA)					
	1995	CAPE ANN	TRANSIT ASSISTANCE	C00003	Exempt
Surface Transportation Program (Boston MPO Earmark)					
	1995	BEVERLY	BEVERLY-SALEM BRIDGE & BYPASS I	5399	Model
	1995	BEVERLY	BEVERLY-SALEM BRIDGE & BYPASS II	5398	Model
	1995	BOSTON	CONGRESS ST. BRIDGE	16555	Exempt
	1995	SHERBORN	RTES. 16/27, SHERBORN	600541	Exempt
	1995	STOUGHTON	TURNPIKE & PLEASANT STS.	91555	Exempt
	1995	WOBURN	RTE. 3, WOBURN	600176	Exempt
	1996	BEVERLY	CABOT ST., BEVERLY	600219	Exempt
	1996	BEVERLY	RTE. 1A, BEVERLY	77158	Exempt
	1996	BOSTON	BRIGHTON AVE., BOSTON	8105	Model
	1996	BOSTON	COMMONWEALTH AVE., BOSTON	600635	Exempt
	1996	BOSTON	MASS. AVE., BOSTON	600636	Exempt
	1996	BOSTON	SIGNAL CONTROL REPLACEMENT	600184	Exempt
	1996	CAMBRIDGE	ENTERPRISE ZONE BUS SYSTEM	Pending	Exempt
	1996	CAMBRIDGE	LAFAYETTE SQ./MASS. AVE.	600300	Model

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1996	CAPE ANN	CATA BUS PURCHASE	C00004	Exempt
	1996	HINGHAM	RTE. 3A, HINGHAM	110061	Exempt
	1996	LEXINGTON	LEXPRESS	Pending	Exempt
	1996	MEDFORD	WELLINGTON STATION	T00012	Exempt
	1996	NORWOOD	PENDERGAST CIRCLE (SB), NORWOOD	600767	Exempt
	1996	NORWOOD	PENDERGAST CIRLCE (NB), NORWOOD	600766	Exempt
	1996	SOMERVILLE	CEDAR ST., SOMERVILLE	11600	Exempt
	1996	SOMERVILLE	SCHOOL ST., SOMERVILLE, 01	127900	Exempt
	1996	SOMERVILLE	WALNUT ST., SOMERVILLE, 01	137349	Exempt
	1996	STOUGHTON	RTE. 139, STOUGHTON	600772	Exempt
	1996	SWAMPSCOTT	ATLANTIC AVE., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	BURPEE RD., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	ESSEX ST., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	FARRAGUT RD., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	FOREST AVE., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	HUMPHREY ST., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	PHILLIPS AVE., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	PLEASANT ST., SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	PURITAN RD. SWAMPSCOTT	Pending	Exempt
	1996	SWAMPSCOTT	REDINGTON ST., SWAMPSCOTT	Pending	Exempt
	1996	WATERTOWN	RTE. 20, WATERTOWN	600745	Exempt
	1996	WELLESLEY	ROCKLAND ST., WELLESLEY	600776	Exempt
	1996	WESTWOOD	NAHATAN ST., WESTWOOD	600272	Exempt
	1997	ACTON	ROUTE 2A, ACTON	Pending	Exempt
	1997	ACTON	ROUTE 62, ACTON	Pending	Exempt
	1997	ARLINGTON	RTE . 2 ARLINGTON	600462	Exempt
	1997	ASHLAND	HIGH ST., ASHLAND	160060	Exempt
	1997	BEDFORD	CROSBY DR., BEDFORD PHASE 1	29490	Exempt
	1997	BEDFORD	MIDDLESEX TPKE (PHASE 2), BEDFORD	29491	Model
	1997	BEDFORD	MIDDLESEX TURNPIKE, BEDFORD	Pending	Model

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	BELLINGHAM	S. MAIN ST., BELLINGHAM	Pending	Exempt
	1997	BELMONT	PLEASANT ST., BELMONT	Pending	Exempt
	1997	BOSTON	ADAMS ST., BOSTON, 01	600	Exempt
	1997	BOSTON	ALBANY ST. & BROADWAY	990	Exempt
	1997	BOSTON	DORCHESTER AVE., BOSTON	20805	Exempt
	1997	BOSTON	ESSEX ST., BOSTON	111501	Exempt
	1997	BOSTON	MASS. AVE. CONNECTOR	43805	Exempt
	1997	BOSTON	NORTHERN AVE. CONNECTOR RDS., BOSTON	153001	Exempt
	1997	BOSTON	SOUTH STREET, BOSTON	129325	Exempt
	1997	BOSTON	SULLIVAN SQUARE OVERPASS	11810	Exempt
	1997	BURLINGTON	CAMBRIDGE STREET, BURLINGTON	Pending	Exempt
	1997	CAMBRIDGE	CAMBRIDGEPORT BYPASS RD, CAMBRIDGE	Pending	Exempt
	1997	CAMBRIDGE	CONCORD AVE & SMITH PLACE, CAMBRIDGE	60480	Exempt
	1997	CAMBRIDGE	MASS AVE., CAMBRIDGE	Pending	Exempt
	1997	CAMBRIDGE	WALDEN ST., CAMBRIDGE	160065	Exempt
	1997	CHELSEA	BEACON STREET, CHELSEA	Pending	Exempt
	1997	CHELSEA	BEECH & MAPLE STREETS, CHELSEA	Pending	Exempt
	1997	CHELSEA	BROADWAY - LOWER, CHELSEA	Pending	Exempt
	1997	CHELSEA	BROADWAY, CHELSEA	Pending	Exempt
	1997	CHELSEA	EASTERN AVE. (I), CHELSEA	Pending	Exempt
	1997	CHELSEA	EASTERN AVE. (II), CHELSEA	Pending	Exempt
	1997	CHELSEA	EVERETT AVE. (I), CHELSEA	Pending	Exempt
	1997	CHELSEA	SPRUCE ST. (I), CHELSEA	Pending	Exempt
	1997	CHELSEA	SPRUCE ST. (II), CHELSEA	Pending	Exempt
	1997	CHELSEA	WILLIAMS STREET (I), CHELSEA	Pending	Exempt
	1997	CHELSEA	WILLIAMS STREET (II), CHELSEA	Pending	Exempt
	1997	CONCORD	RTE. 2 AT ELM ST., CONCORD	96890	Exempt
	1997	DANVERS	ANDOVER STREET, DANVERS	Pending	Exempt
	1997	DANVERS	PINE STREET, DANVERS	600222	Exempt
	1997	FRAMINGHAM	RTES. 9&126, FRAMINGHAM	124202	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	HINGHAM	RTE 228, HINGHAM	600412	Exempt
	1997	HUDSON	CHAPIN RD., HUDSON	160040	Exempt
	1997	LINCOLN	CONCORD RD., LINCOLN	86461	Exempt
	1997	MALDEN	PEDESTRIAN BRIDGE, MALDEN	Pending	Exempt
	1997	MIDDLETON	RTE. 114, MIDDLETON	600227	Exempt
	1997	MILTON	RTE. 28, MILTON, 02	106901	Exempt
	1997	N. READING	RTE. 62, N. READING	600507	Exempt
	1997	NORWELL	RTE. 123, NORWELL	600385	Exempt
	1997	PEABODY	DOWNTOWN PEABODY	Pending	Exempt
	1997	REVERE	3 BRIDGES, REVERE & SAUGUS	118160	Exempt
	1997	SAUGUS	RTE . 1 & WALNUT& WATER STS.	180529	Exempt
	1997	SCITUATE	ED. FOSTER RD., SCITUATE, 01	23399	Exempt
	1997	SOMERVILLE	LOWELL ST., SOMERVILLE, 01	40550	Exempt
	1997	SOMERVILLE	WEBSTER AVE., SOMERVILLE	137350	Exempt
	1997	WALTHAM	BEAVER STREET, WALTHAM	Pending	Exempt
	1997	WALTHAM	MAIN STREET (I), WALTHAM	Pending	Exempt
	1997	WALTHAM	MAIN STREET (II), WALTHAM	Pending	Exempt
	1997	WALTHAM	MOODY STREET, WALTHAM	Pending	Exempt
	1997	WALTHAM	TRAPELO ROAD, WALTHAM	Pending	Exempt
	1997	WATERTOWN	PLEASANT STREET, WATERTOWN	Pending	Exempt
	1997	WAYLAND	RTE. 20, WAYLAND	105121	Exempt
	1997	WELLESLEY	ROUTE 16 WASHINGTON STREET, WELLESLEY	600712	Exempt
	1997	WELLESLEY	WOODLAWN AVE., WELLESLEY	Pending	Exempt
	1997	WESTWOOD	ROUTE 109 HIGH STREET (I), WESTWOOD	Pending	Exempt
	1997	WEYMOUTH	COMMERCIAL ST., WEYMOUTH	Pending	Exempt
	1997	WILMINGTON	RTE. 38, WILMINGTON	600455	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
Surface Transportation Program (Enhancement)					
	1995	CAMBRIDGE	MINUTEMAN BIKE PATH	Pending	Exempt
	1995	METROWEST AREA	METROWEST BIKEWAY MAP	Pending	Exempt
	1996	BOSTON	BICYCLE PATH, BOSTON	Pending	Exempt
	1996	BOSTON	SOUTH ST. PATHWAY, BOSTON	Pending	Exempt
	1996	CAMBRIDGE	ALEWIFE/FRESH POND CORRIDOR	Pending	Exempt
	1996	CHELSEA	B&A R.R. PEDESTRAIN & BICYCLE PATH	Pending	Exempt
	1996	FRAMINGHAM	DOWNTOWN FRAMINGHAM	Pending	Exempt
	1996	LYNNFIELD	REEDY MEADOW, LYNNFIELD	Pending	Exempt
	1996	NEWTON	BICYCLE TRAILS PROJECT, NEWTON	Pending	Exempt
	1996	PEABODY	BIKEWAY & GREENWAY	Pending	Exempt
	1996	PEABODY	RIVERWALK	Pending	Exempt
	1996	SALEM	BICYCLE PATH, SALEM	Pending	Exempt
	1996	SALEM	SIGNS, MARKER, ETC., SALEM	Pending	Exempt
	1996	SOMERVILLE	BICYCLE PATH, SOMERVILLE	Pending	Exempt
	1996	WEYMOUTH	PURITAN RD., WEYMOUTH	Pending	Exempt
	1997	ACTON	CONCORD RD. SIDEWALKS, ACTON	Pending	Exempt
	1997	ACTON	SCHOOL ST & LAWSBROOK RD, ACTON	Pending	Exempt
	1997	BOSTON	BOSTON HARBOR WATERFRONT		Exempt
	1997	BOSTON	NORTHERN AVE. BRIDGE, BOSTON	53002	Exempt
	1997	CAMBRIDGE	CAMBRIDGE COMMON, CAMBRIDGE	60480	Exempt
	1997	CONCORD	MINUTEMAN BIKE PATH, CONCORD	Pending	Exempt
	1997	LEXINGTON	DEPOT SQUARE/EMORY PARK, LEXINGTON	Pending	Exempt
	1997	MALDEN	BIKEWAY TO THE SEA, MALDEN	Pending	Exempt
	1997	NATICK	W. CENTRAL ST., NATICK	Pending	Exempt
Surface Transportation Program (Rural)					
	1996	IPSWICH	CENTRAL & HIGH STS.	600458	Exempt
	1996	TOPSFIELD	RTES. 1/97, TOPSFIELD	600596	Exempt
	1997	COHASETT	BEECHWOOD ST., COHASSET	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	HOLLISTON	CONCORD ST. & CURVE ST, HOLLISTON	Pending	Exempt
Surface Transportation Program (Safety)					
	1996	BEDFORD	RTES. 62/3, BEDFORD	108504	Exempt
	1996	BOSTON	ALBANY ST., BOSTON	600002	Exempt
	1996	BURLINGTON	RTE. 3A, BURLINGTON	600592	Exempt
	1996	FRAMINGHAM	RTE. 9, FRAMINGHAM	600504	Exempt
	1996	GLOUCESTER	WESTERN AVE., GLOUCESTER	86601	Exempt
	1996	HOLLISTON	RTE. 16, HOLLISTON	600571	Exempt
	1996	LYNN	WESTERN AVE., LYNN	600040	Exempt
	1996	LYNNFIELD	SALEM ST @ WALNUT ST., LYNNFIELD	600641	Exempt
	1996	MILFORD	DILLA ST. @ PURCHASE ST, MILFORD	600631B	Exempt
	1996	MILFORD	HIGHLAND ST. @ WEST ST.	600631C	Exempt
	1996	MILFORD	W. FOUNTAIN @ CONGRESS & FOUNTAIN STS.	600631	Exempt
	1996	PEABODY	LYNN ST., PEABODY	Pending	Exempt
	1996	SALEM	SALEM 4 LOCATIONS	180531	Exempt
	1996	WALTHAM	MAIN ST., WALTHAM	600644	Exempt
	1997	ACTON	ROUTE 27, ACTON	Pending	Exempt
	1997	BURLINGTON	MIDDLESEX TURNPIKE, BURLINGTON	Pending	Exempt
	1997	BURLINGTON	ROUTE 3A - CAMBRIDGE STREET, BURLINGTON	Pending	Exempt
	1997	CAMBRIDGE	PEDESTRIAN CROSSING, CAMBRIDGE	Pending	Exempt
	1997	DANVERS	SYLVAN STREET, DANVERS	800223	Exempt
	1997	HANOVER	ROUTE 139 HANOVER STREET, HANOVER	Pending	Exempt
	1997	HINGHAM	DERBY ST., HINGHAM	600518	Exempt
	1997	HOPKINTON	GROVE STREET, HOPKINTON	Pending	Exempt
	1997	HOPKINTON	MAIN STREET (I), HOPKINTON	Pending	Exempt
	1997	HOPKINTON	MAIN STREET (II), HOPKINTON	Pending	Exempt
	1997	MALDEN	HIGHLAND AVENUE, MALDEN	Pending	Exempt
	1997	MALDEN	LYNN STREET, MALDEN	Pending	Exempt
	1997	MAYNARD	CONCORD, HAYNES & BROWN STS., MAYNARD	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	PEABODY	LOWELL ST., PEABODY	600566	Exempt
	1997	READING	SUMMER AVENUE, READING	600533	Exempt
	1997	REVERE	WASHINGTON AVENUE (I), REVERE	Pending	Exempt
	1997	REVERE	WASHINGTON AVENUE (II), REVERE	Pending	Exempt
	1997	SHARON	RTE. 27, SHARON	600497	Exempt
	1997	WALTHAM	TOTTEN POND ROAD, WALTHAM	Pending	Exempt
	1997	WRENTHAM	ROUTE 1A SOUTH STREET, WRENTHAM	600710	Exempt
Surface Transportation Program (Statewide)					
	1995	FRAMINGHAM	RTES. 126/30, FRAMINGHAM	86450	Exempt
	1995	MARLBOROUGH	MAPLE ST., MARLBOROUGH	43320	Exempt
	1995	RANDOLPH	RTE. 28, RANDOLPH I	107301	Exempt
	1995	RANDOLPH	RTE. 28, RANDOLPH II	107302	Exempt
	1995	WEYMOUTH	RTE. 53, WEYMOUTH	114906	Exempt
	1996	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Exempt
	1996	CHELSEA	EASTERN AVE. CORRIDOR	Pending	Exempt
	1996	DEDHAM	ROUTE 1, DEDHAM, 01	75412	Exempt
	1996	DOVER	DOVER RD. BRIDGE	600744	Exempt
	1996	FRAMINGHAM	RTE. 135, FRAMINGHAM	600577	Exempt
	1996	FRANKLIN	UNION STREET, FRANKLIN	Pending	Exempt
	1996	HANOVER	RTE. 123, HANOVER	600404	Exempt
	1996	HANOVER	RTE. 53, PHASE 1B, HANOVER	114501	Model
	1996	HUDSON	RTE. 62, HUDSON II	600575	Exempt
	1996	HULL	RTE. 228, HULL	600414	Exempt
	1996	MARLBOROUGH	RTE. 20, MARLBOROUGH	600428	Model
	1996	MIDDLETON	ROUTE 62, MIDDLETON	118601	Exempt
	1996	NEWTON	WASHINGTON STREET, NEWTON	Pending	Exempt
	1996	NORFOLK	MAIN ST., NORFOLK	600763	Exempt
	1996	NORFOLK	RTE. 115 NORFOLK	600384	Exempt
	1996	NORWOOD	RTE. 1A, NORWOOD	600383	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1996	ROCKPORT	PARK & RIDE LOT, ROCKPORT	Pending	Exempt
	1996	ROCKPORT	RTES. 127 & 127A, ROCKPORT	600447	Exempt
	1996	SAUGUS	HAMILTON ST., SAUGUS	180506	Exempt
	1996	SAUGUS	WALNUT ST., SAUGUS	24711	Exempt
	1996	SCITUATE	RTE. 123, SCITUATE	600355	Exempt
	1996	WALPOLE	RTE. 1A, WALPOLE	600671	Exempt
	1996	WALPOLE	RTE. 27, WALPOLE	600345	Exempt
	1996	WESTON	RTE. 117, WESTON	600453	Exempt
	1996	WEYMOUTH	COLUMBIAN ST., WEYMOUTH	15860	Exempt
	1996	WINTHROP	RTE. 145, WINTHROP	600523	Exempt
	1996	WRENTHAM	RTE. 140, WRENTHAM	600418	Exempt
	1997	BEVERLY	RANTOUL STREET, BEVERLY	600220	Exempt
	1997	BOSTON	CENTRAL ARTERY/THIRD HARBOR TUNNEL	195001	Exempt
	1997	CONCORD	ASSABET AVENUE, CONCORD	Pending	Exempt
	1997	ESSEX	ROUTE 133, ESSEX	600217	Exempt
	1997	FRAMINGHAM	LINCOLN , FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 126 (I), FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 126 (II), FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 126 (III), FRAMINGHAM		Exempt
	1997	FRAMINGHAM	ROUTE 126 (IV), FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 126 (V), FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 126 (VI), FRAMINGHAM	Pending	Exempt
	1997	FRAMINGHAM	ROUTE 135, FRAMINGHAM	Pending	Exempt
	1997	FRANKLIN	ROUTE 140, FRANKLIN	92000	Model
	1997	FRANKLIN	RTE. 140, FRANKLIN, 02	92000	Exempt
	1997	FRANKLIN	WASHINGTON STREET, FRANKLIN	Pending	Exempt
	1997	GLOUCESTER	ROUTE 127 - WASHINGTON ST, GLOUCESTER		Exempt
	1997	MALDEN	MAPLEWOOD STREET, MALDEN	Pending	Exempt
	1997	MALDEN	ROUTE 60, MALDEN	Pending	Exempt
	1997	MALDEN	SA REET, MALDEN	Pending	Exempt

FUNDING CATEGORY	YEAR	CITY/TOWN	PROJECT NAME	PROJECT ID ID	AIR QUALITY STATUS
	1997	MARLBOROUGH	BOUNDARY STREET, MARLBOROUGH	6870	Exempt
	1997	MARLBOROUGH	CEDAR HILL STREET, MARBOROUGH	Pending	Exempt
	1997	MARLBOROUGH	FARM ROAD/FRAMINGHAM RD, MARLBOROUGH	Pending	Exempt
	1997	MARLBOROUGH	ROUTE 20 EAST, MARLBOROUGH	6006302	Exempt
	1997	MARLBOROUGH	WILLIAMS STREET, MARLBOROUGH	Pending	Exempt
	1997	MARSHFIELD	RTE. 3A, MARSHFIELD, 01	1102000	Exempt
	1997	MIDDLETON	ROUTE 62 BOSTON STREET, MIDDLETON	600218	Exempt
	1997	MIDDLETON	ROUTE 62 MAPLE STREET, MIDDLETON	Pending	Exempt
	1997	MILFORD	VETERANS MEMORIAL BLVD, MILFORD	Pending	Exempt
	1997	MILLIS	ROUTE 109, MILLIS	Pending	Exempt
	1997	NEWTON	CENTRE PARK & TREMONT STS., NEWTON	Pending	Exempt
	1997	READING	ROUTE 28, READING	600225	Exempt
	1997	READING	WALKERS BROOK DRIVE, READING	Pending	Exempt
	1997	READING	WEST ST., READING	Pending	Exempt
	1997	SALEM	BOSTON ST & BRIDGE ST, SALEM	Pending	Exempt
	1997	SALEM	JEFFERSON AVENUE, SALEM	Pending	Exempt
	1997	SALEM	LORING AVENUE, SALEM	Pending	Exempt
	1997	SALEM	SWAMPSCOTT ROAD, SALEM	Pending	Exempt
	1997	SHARON	DEPOT ST., SHARON	19505	Exempt
	1997	SUDBURY	BOSTON POST ROAD (I), SUDBURY	Pending	Exempt
	1997	SUDBURY	BOSTON POST ROAD (II), SUDBURY	Pending	Exempt
	1997	WELLESLEY	ROUTE 9, WELLESLEY	125298	Exempt
	1997	WELLESLEY	RTE. 16, WELLESLEY	94762	Exempt
	1997	WESTWOOD	ROUTE 109 HIGH STREET II, WESTWOOD	Pending	Exempt
	1997	WINCHESTER	WASHINGTON STREET, WINCHESTER	600534	Exempt

TABLE A.6

RESULTS OF THE CTPS M BOSTON MPO AREA ONLY -1997 TIP NETWORK ANALYSIS:

(All Emissions in Tons/ D.

	1990 Baseline	1996 Baseline	1996 Action	1999 Baseline	1999 Action	2010 Baseline	2010 Action	2020 Baseline	2020 Action
Population	2,921,708	2,948,085	2,948,085	2,961,274	2,961,274	2,935,436	2,935,436	2,906,361	2,906,361
Employment	1,715,037	1,818,411	1,818,411	1,870,098	1,870,098	1,927,609	1,927,609	1,979,892	1,979,892
VMT Avg Daily	60,980,450	64,374,449	64,398,655	67,443,197	67,432,652	68,454,185	68,435,465	75,792,992	75,771,836
Summer	62,126,882	65,584,689	65,609,350	68,711,129	68,700,386	69,741,124	69,722,052	77,217,900	77,196,347
Winter	59,834,018	63,164,209	63,187,960	66,175,265	66,164,918	67,167,246	67,148,878	74,368,084	74,347,325
Vehicle Hours of Travel (000)	1,957,569	2,105,436	2,105,997	2,205,520	2,204,599	2,356,247	2,354,348	2,645,575	2,639,564
Average Speed (mph)	31.15	30.58	30.58	30.56	30.57	29.05	29.13	28.65	28.71
VOC Emissions									
Modeled	164.41	58.95	58.97	51.81	51.79	30.89	30.88	32.97	32.84
Off-Model	0.98	0.68	0.55	0.63	0.53	0.52	0.47	0.52	0.29
CMAQ Red.	0.00	-0.02	-0.18	0.00	-0.03	0.00	0.00	0.00	0.00
Total VOC	165.39	59.61	59.34	52.44	52.29	31.41	31.35	33.49	33.13
NOx Emissions									
Modeled	162.57	113.05	113.09	104.22	104.20	79.79	79.80	85.83	85.80
Off-Model	6.09	6.24	6.00	6.18	6.05	5.59	5.62	5.58	1.09
CMAQ Red.	0.00	-0.01	-0.14	0.00	-0.06	0.00	0.00	0.00	0.00
Total NOx	168.66	119.28	118.95	110.40	110.19	85.38	85.42	91.41	86.89
Winter CO									
Modeled	1887.27	930.06	930.41	724.50	724.40	527.30	526.91	571.63	569.06
Off-Model	7.92	4.51	3.80	3.72	2.69	2.30	2.31	2.93	2.11
CMAQ Red.	0.00	-0.37	-3.34	0.00	0.00	0.00	0.00	0.00	0.00
Total CO	1895	934.20	930.21	728.22	727.09	529.60	529.22	574.56	571.17

TABLE A.7
SUPPLEMENTAL EMISSIONS INFORMATION
1995-1997 TIP NETWORK ANALYSIS:
(All Emissions in Tons/Summer Day)

	1996 Baseline	1996 Action	1999 Baseline	1999 Action	2010 Baseline	2010 Action	2020 Baseline	2020 Action
VOC								
Comm Rail	0.037	0.038	0.037	0.039	0.037	0.038	0.037	0.000
Park & Ride	0.090	0.076	0.077	0.066	0.047	0.042	0.047	0.041
Comm Boat	0.144	0.144	0.144	0.144	0.144	0.144	0.144	0.144
Total VOC	0.271	0.258	0.258	0.249	0.228	0.224	0.228	0.185
NOx								
Comm Rail	0.843	0.876	0.843	0.884	0.843	0.884	0.843	0.000
Park & Ride	0.124	0.107	0.114	0.095	0.091	0.078	0.091	0.077
Comm Boat	0.270	0.270	0.270	0.270	0.270	0.270	0.270	0.270
Total NOx	1.237	1.253	1.227	1.249	1.204	1.232	1.204	0.347

Table A.7 provides supplemental emissions information on activities that occur across MPO boundaries in Eastern Massachusetts. CTPS has the capability of calculating these emissions and has provided this information in the Boston MPO TIP. These emissions are not included in the TIP analyses for any other MPOs in Eastern Massachusetts. Emissions have been provided for commuter rail and park and ride activities. Table A.6 provides the emissions for commuter rail, the MBTA buses, and park and ride lots within the Boston MPO area. In addition, Table A.7 provides emissions from commuter boat. The commuter boat emissions were calculated off-model by DEP in the 1990 base year emissions inventory and have been carried forward through 2020. The emissions from Table A.7 were combined with the emissions from the ten MPOs in Eastern Massachusetts.

APPENDIX B GLOSSARY OF TERMS, ACRONYMS AND ABBREVIATIONS

ADA (Americans with Disabilities Act) - Federal legislation prohibiting discrimination on the basis of disability, requiring accessible transportation services.

Advisory Board (to the MBTA) - Group of representatives of 78 cities and towns served by the MBTA. Powers relate to MBTA budget review and appointment of MBTA board members and general manager. One of six agencies that comprise the Boston MPO.

Apportionment - The allocation of federal transportation funding categories among the state by associated formulae.

Arterial - A class of street or highway serving major through traffic, usually on a continuous route.

Authorization - The amount of federal funds available to be spent by the states in a given fiscal year. Usually established through a multi-year authorization act (e.g., ISTEA).

CAAA (Clean Air Act Amendments of 1990) - Federal legislation that establishes maximum allowable levels for various pollutants. Where these standards are not attained, officials must take specified actions within a set time-frame or face sanctions, such as the loss of federal highway funds.

CMAQ (Congestion Management and Air Quality Improvement Program) - ISTEA program that provides funding for air quality nonattainment areas to implement transportation projects that will contribute to an area's compliance with the National Ambient Air Quality Standards (NAAQS).

CO (Carbon monoxide) - A colorless, tasteless gas produced primarily by inefficient combustion of organic fuels in transportation and industrial activities. Overly high levels of CO reduces oxygen in the bloodstream, preventing normal respiration. CO emissions are regulated by the CAAA.

Conformity - The requirement that the state or metropolitan transportation plan, programs, and projects be consistent with the purpose of the SIP. The CAAA prohibits federal funding approval of any project that does not meet this test. See **SIP (State Implementation Plan)**.

Consultation - One party conferring with another identified party and, prior to taking action(s), considering that party's views.

Cooperation - Means that actions taken are subject to the concurrence of the identified parties.

CTPS (Central Transportation Planning Staff)-An interagency staff created by the MPO to carry out the general transportation planning activities for the Boston metropolitan region.

EOTC (Executive Office of Transportation and Construction) - A cabinet-level agency that sets state policies and plans for all modes of transportation and that oversees public transit services, general aviation programs, and the state and local highway network. Established under M.G.L. Chapters 6A and 161A. One of six agencies that comprise the Boston MPO.

EPA - The United States Environmental Protection Agency.

FHWA - The Federal Highway Administration.

Flexible funds - ISTEA funding categories that may be used for highway and/or transit programs.

FTA - The Federal Transit Administration.

Hold Harmless - A special provision of ISTEA intended to ensure an equitable division of federal transportation funds among the states. Guarantees each state a legislatively determined percentage of selected Title 23 funds.

Interstate Reimbursement - A special provision of ISTEA that reimburses states for non-federally aided Interstate expansion.

ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) - Federal surface transportation legislation that authorizes federal-aid programs for transit and highway for a period of six years (1992 - 1997). The programs are financed by extending the Highway Trust Fund revenues through 1999. ISTEA elevated the role of MPOs in planning and funding decisions for urbanized areas.

JRTC (Joint Regional Transportation Committee) - A citizen group that advises the MPO and its six signatory agencies on transportation issues and reviews the Transportation Plan, the TIP, and the UPWP.

Key Station Plan - A document designating critical transit facilities needed to expand accessibility for individuals with disabilities and to meet ADA requirements.

MAPC (Metropolitan Area Planning Council) - Regional comprehensive planning agency for the Boston metropolitan area, covering 101 communities. Comprised of officials from cities, towns, and state agencies, and independent gubernatorial appointees. Established under M.G.L. Chapter 40B, § 24. One of six agencies that comprise the Boston MPO.

Massport (Massachusetts Port Authority) - Agency charged to operate and develop major commercial maritime and aviation facilities and the Tobin Bridge. Created as an independent authority in M.G.L. Chapter S73, § 2. One of six agencies that comprise the Boston MPO.

MBTA (Massachusetts Bay Transportation Authority) - Authority that provides mass transit service in eastern Massachusetts. Established under M.G.L. Chapter 161B. One of six agencies that comprise the Boston MPO.

MHD (Massachusetts Highway Department) - Agency responsible for the design, construction, and maintenance of state highways and bridges. Established under M.G.L. Chapter 16, § 2. One of six agencies that comprise the Boston MPO.

MPO (Metropolitan Planning Organization) - Specified by ISTEA as the organization responsible for comprehensive transportation planning and programming for urbanized areas. In the Boston region, the MPO is comprised of the Advisory Board, EOTC, MAPC, Massport, MBTA, and MHD.

NAAQS (National Ambient Air Quality Standards) - Federal standards that establish allowable concentrations and exposure limits for ozone, CO, and PM_{10}.

NFA (Non-Federal Aid) - A program of 100% state funded transportation improvements. See **Transportation Bond Bill.**

NHS (National Highway System) - A network of 155,000 miles of national strategic highways, plus or minus 15 percent, that will be the focus of federal highway funding upon completion of the Interstate Highway System. ISTEA requires the NHS to be designated no later than September 30, 1995. Until the system is designated, NHS funds may be spent on principal arterial highways.

Nonattainment Area - A geographic region that the U.S. EPA has designated as not meeting the NAAQS. The Boston area has been designated as being in serious nonattainment for ozone and moderate nonattainment for CO. See **NAAQS**.

NOx (nitrogen oxides) - Precursor emission that forms from high-temperature combustion processes. React with VOCs in the presence of heat and sunlight to form ozone.

Ozone - A colorless gas with a sweet odor that is not a direct emission from transportation sources, but is formed when VOCs and NOx from car exhausts and

certain industrial emissions combine in the presence of sunlight. Ground-level ozone is associated with smog conditions and initiates damage to lungs, trees, crops, and materials. Regulated by the CAAA.

On-System and Off-System - The division of the federal bridge program based upon whether a bridge is on the federal-aid system or off such system.

Phased Obligation - An exception to the general rule that all federal highway funds for a project must be available prior to federal approval to proceed with such project. Authorizes a state, on a
project-specific basis, to commit future federal funds prior to receipt.

PMT (Program for Mass Transportation) - A plan prepared by EOTC describing scheduled MBTA capital projects.

PRC (Project Review Committee) - A committee within MHD which reviews and approves highway projects for state assistance. A project has no official status with the state until approved; however approval does not guarantee funding.

RPAs (Regional Planning Agencies) - Regional comprehensive planning agencies for the metropolitan areas within the state.

Section 3 - Federal transit program used to fund major capital investments in public transportation.

Section 9 - Federal transit program used to fund routine capital investments in public transportation.

Section 16(b)(2) - Federal transit program which provides assistance to private non-profit agencies providing transportation service to the elderly or people with disabilities.

Section 18 - Federal transit program which is used to fund public transportation projects in non-urbanized areas.

SIP (State Implementation Plan) - A document that contains procedures to comply with the NAAQS, as specified in the CAAA. Prepared by states and submitted to the U.S. EPA for approval.

SSC (Sub-Signatory Committee of the MPO) - Designees of MPO members. They review and approve distribution of reports and other documents related to the transportation plan, TIP, and UPWP.

STP (Surface Transportation Program) - ISTEA highway program that provides funding for a broad range of transportation uses. At the discretion of the MPO, funding under the program may be used for transit capital projects.

STIP (Statewide Transportation Improvement Program) - A staged, multi-year, statewide, intermodal program of transportation projects which is consistent with the statewide transportation and planning processes and metropolitan plans and processes. (see **TIP**)

Transportation Bond Bill - State legislation that authorizes state funds for transportation projects, programs, and uses.

USDOT - The United States Department of Transportation.

TDD (Telecommunications Display Device) - An apparatus that converts telephoned information to visual form on a computer screen. Useful to hearing-impaired or speech-impaired individuals.

"3C" process - A *continuing, comprehensive* transportation planning process carried out *cooperatively* by states and local communities.

TIP (Transportation Improvement Program) - A program of transportation projects consistent with the Transportation Plan. Shows projects to be funded under federal programs for a three-year period.

TMA (Transportation Management Area) - Defined by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as any urban area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on the 3C process. The TMA boundary affects the responsibility for the selection of transportation projects that receive federal funds.

Transportation Plan - A long-range document required by ISTEA that identifies the facilities and programs which should function as an integrated metropolitan transportation system and that includes a financial plan which demonstrates how the long-range plan can be implemented.

UPWP (Unified Planning Work Program) - A document required by ISTEA that contains a description of all proposed transportation-related planning activities and air quality planning activities.

VOCs (Volatile Organic Compounds) - A group of chemicals that react in the atmosphere with NOx in the presence of heat and sunlight to form ozone. Examples include gasoline fumes and oil-based paints.

APPENDIX C
FY 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM
PROJECTS BY AGENCY

CAPE ANN TRANSIT AUTHORITY

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Bus Purchase	STP/Boston	N/A	1996	5-17	$ 900,000
Project Total					**$ 900,000**
Gloucester Intermodal Rail Station	Section 3 (Livable Community Initiative)	N/A	1996	5-16	$ 600,000
Project Total					**$ 600,000**
Operating Assistance	Section 9 (Operating)	N/A	1995	4-20	$ 90,000
Operating Assistance	Section 9 (Operating)	N/A	1996	5-17	$ 90,000
Operating Assistance	Section 9 (Operating)	N/A	1997	6-16	$ 90,000
Project Total					**$ 270,000**
Paratransit Services	Section 18 (Paratransit Assistance)	N/A	1995	4-20	$ 72,375
Project Total					**$ 72,375**
Support Equipment & Services	Section 9 (Capital)	N/A	1995	4-19	$ 37,500
Support Equipment & Services	Section 9 (Capital)	N/A	1996	5-16	$ 37,500
Support Equipment & Services	Section 9 (Capital)	N/A	1997	6-15	$ 37,500
Project Total					**$ 112,500**
AGENCY TOTAL					$ 1,954,875

EXECUTIVE OFFICE OF TRANSPORTATION & CONSTRUCTION

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Accessible Transportation	Section 16 (Mobility Assistance)	N/A	1995	4-20	$ 597,400
Project Total					**$ 597,400**
AGENCY TOTAL					**$ 597,400**

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Aquarium Substation & Vent Shaft	Section 9 (Capital)	N/A	1997	6-15	$ 15,000,000
Project Total					**$ 15,000,000**
Boston Engine Terminal	Section 9 (Capital)	N/A	1995	4-19	$ 20,000,000
Boston Engine Terminal	Section 9 (Capital)	N/A	1996	5-16	$ 20,000,000
Boston Engine Terminal	Section 9 (Capital)	N/A	1997	6-15	$ 20,000,000
Project Total					**$ 60,000,000**
Red Line Vent Shafts	Section 9 (Capital)	N/A	1997	6-15	$ 18,992,301
Project Total					**$ 18,992,301**
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1995	4-19	$ 29,775,000
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1996	5-16	$107,750,000
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1997	6-14	$ 92,875,000
Project Total					**$230,400,000**
Yard, Track & Signal Modification	Section 9 (Capital)	N/A	1996	5-16	$ 29,992,301
Project Total					**$ 29,992,301**
Bus Procurement	Section 9 (Capital)	N/A	1995	4-19	$ 37,873,543
Project Total					**$ 37,873,543**

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (continued)

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
MBTA Operating Assistance	Section 9 (Operating)	N/A	1995	4-19	$ 32,232,046
MBTA Operating Assistance	Section 9 (Operating)	N/A	1996	5-17	$ 36,420,886
MBTA Operating Assistance	Section 9 (Operating)	N/A	1997	6-15	$ 36,420,886
Project Total					**$105,073,818**
Canton Viaduct	Section 9 (Capital)	N/A	1996	5-16	$ 5,000,000
Project Total					**$ 5,000,000**
Wellington Station People-Mover	STP/Boston	N/A	1996	5-17	$ 900,000
Project Total					**$ 900,000**
Old Colony Restoration	Congestion Mitigation/Air Quality Improvement	N/A	1995	4-6	$ 36,625,000
Old Colony Restoration	Congestion Mitigation/Air Quality Improvement	N/A	1996	5-4	$ 6,750,000
Old Colony Restoration	Interstate Transfer	N/A	1995	4-8	$ 71,927
Old Colony Restoration	Interstate Transfer	N/A	1996	5-5	$ 716,927
Old Colony Restoration	Interstate Transfer	N/A	1997	6-5	$ 716,927
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1995	4-18	$ 65,742,579
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1996	5-15	$ 65,742,579
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1997	6-14	$ 65,742,579
Project Total					**$242,108,518**
AGENCY TOTAL					$745,340,481

MASSACHUSETTS HIGHWAY DEPARTMENT

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1995	4-4	$ 41,360,000
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1996	5-2	$ 50,000,000
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1997	6-3	$ 65,107,813
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1995	4-7	$ 524,027,778
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1996	5-4	$ 524,027,778
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1997	6-4	$ 240,857,142
Central Artery/Third Harbor Tunnel	Metropolitan Highway System	195001	1996	5-5	$ 200,000,000
Central Artery/Third Harbor Tunnel	Metropolitan Highway System	195001	1997	6-5	$ 200,000,000
Central Artery/Third Harbor Tunnel	National Highway System	195001	1995	4-9	$ 62,040,000
Central Artery/Third Harbor Tunnel	National Highway System	195001	1996	5-5	$ 78,125,000
Central Artery/Third Harbor Tunnel	National Highway System	195001	1997	6-5	$ 77,500,000
Central Artery/Third Harbor Tunnel	STP/Statewide	195001	1996	5-22	$ 33,750,000
Central Artery/Third Harbor Tunnel	STP/Statewide	195001	1997	6-34	$ 95,000,000
Project Total					**$2,191,795,511**
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 650,000
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 950,000
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1997	6-3	$ 950,000
Project Total					**$ 2,550,000**

MASSACHUSETTS HIGHWAY DEPARTMENT (continued)

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Incident Management	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 700,000
Incident Management	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 1,000,000
Project Total					**$ 1,700,000**
MHD Park & Ride Facilities	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 3,755,396
Project Total					**$ 3,755,396**
Motorist Assistance Program	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 1,500,000
Motorist Assistance Program	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 1,500,000
Project Total					**$ 3,000,000**
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-6	$ 226,920
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-4	$ 257,641
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1997	6-4	$ 257,641
Project Total					**$ 742,202**
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-6	$ 584,420
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-4	$ 738,641
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1997	6-4	$ 738,641
Project Total					**$ 2,061,702**

MASSACHUSETTS HIGHWAY DEPARTMENT (continued)

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Bridge Decks, Painting & Dams	Bridge (On-System)	N/A	1995	4-4	$ 3,000,000
Bridge Decks, Painting & Dams	Interstate Maintenance	N/A	1995	4-8	$ 1,333,333
Bridge Decks, Painting & Dams	National Highway System	N/A	1995	4-10	$ 1,500,000
Bridge Inspection	Bridge (On-System)	N/A	1995	4-4	$ 4,000,000
Design & Right-of-Way	STP/Statewide	N/A	1997	6-40	$ 4,000,000
Infrastructure Improvements	Interstate Maintenance	N/A	1995	4-8	$ 2,666,667
Infrastructure Improvements	National Highway System	N/A	1995	4-10	$ 1,500,000
Infrastructure Improvements	STP/Statewide	N/A	1995	4-23	$ 1,000,000
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1995	4-6	$ 1,800,000
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1996	5-4	$ 1,800,000
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1997	6-4	$ 1,800,000
Project Total					**$ 24,400,000**

AGENCY TOTAL $2,230,004,811

MASSACHUSETTS PORT AUTHORITY

Project Name	Funding Program	Project #	Fiscal Year	Page	Amount Programmed
Boston Harbor Waterfront	STP/ Enhancement	Pending	1997	6-28	$ 3,000,000
Project Total					**$ 3,000,000**
Clean Cities, Project 1*	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 1,258,314
Project Total					**$ 1,258,314**
Logan Airport Parking	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-2	$ 2,000,000
Logan Airport Parking Facility	Congestion Mitigation/Air Quality Improvement	Pending	1997	6-3	$ 2,000,000
Project Total					**$ 4,000,000**
AGENCY TOTAL					$ 8,258,314

*This project is part of MAPC's Clean Cities Initiative and, therefore, also appears under MAPC's sponsorship in this Index.

APPENDIX C
FY 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM
PROJECTS BY AGENCY

METROPOLITAN AREA PLANNING COUNCIL

Project Name	Funding Program	Project #	Fiscal Year	Page #	Amount Programmed
Clean Cities, Project 1*	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 1,258,314
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1995	4-5	$ 3,506,000
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 3,516,000
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1997	6-3	$ 3,516,000
Clean Cities, Project 3	Congestion Mitigation/Air Quality Improvement	Pending	1996	5-3	$ 1,000,000
Project Total					**$ 12,796,314**
Resurfacing Projects, To Be Identified	Non-Federal Aid	N/A	1997	6-7	$ 11,011,850
Project Total					**$ 11,011,850**
AGENCY TOTAL					$ 23,808,164

*This project is part of Massport's capital program and, therefore, also appears under Massport's sponsorship in this Index.

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FY 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM
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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
ACTON					
Concord Rd.	STP/Enhancement	Pending	1997	$ 210,000	6-27
Rte. 2, Acton to Concord	Non-Federal Aid	096902	1997	$ 500,000	6-6
Rte. 2A	STP/Boston	Pending	1997	$ 550,000	6-16
Rte. 27	STP/Safety	Pending	1997	$ 450,000	6-29
Rte. 27, 2 Bridges	Non-Federal Aid	104749	1995	$2,500,000	4-10
Rte. 111, Acton to Harvard	Non-Federal Aid	600683	1995	$ 600,000	4-10
Rte. 62-High St.	STP/Boston	Pending	1997	$ 48,000	6-16
School St.	STP/Enhancement	Pending	1997	$ 210,000	6-27
Wetherbee St. Bridge	Bridge (Off-System)	600081	1995	$ 350,000	4-2
ARLINGTON					
Rte. 2 Bridge	STP/Boston	600462	1997	$2,000,000	6-16
ASHLAND					
Fountain St. Bridge	Bridge (Off-System)	026703	1996	$ 600,000	5-2
High St. Bridge	STP/Boston	160060	1997	$1,200,000	6-16
BEDFORD					
Crosby Dr., Project 1	STP/Boston	029490	1997	$6,000,000	6-17
Crosby Dr., Project 2	STP/Boston	029491	1997	$8,500,000	6-17
Loomis St.	Non-Federal Aid	Pending	1995	$ 350,000	4-10
Middlesex Turnpike-Rte. 62	STP/Boston	Pending	1997	$ 250,000	6-17
Rte. 62-Rte. 3	STP/Safety	108504	1996	$ 300,000	5-21
South Rd.	Non-Federal Aid	Pending	1995	$ 480,000	4-11
BELLINGHAM					
South Main St.	STP/Boston	Pending	1997	$ 250,000	6-17

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
BELMONT					
Pleasant St	STP/Boston	Pending	1997	$ 2,500,000	6-17
BEVERLY					
Beverly-Salem Bridge	STP/Boston	005399	1995	$ 3,000,000	4-20
Beverly-Salem Bridge, Mitigation	STP/Boston	005398	1995	$ 1,000,000	4-21
Cabot St.	Non-Federal Aid	600219	1996	$ 3,250,000	5-5
Park & Ride Facility, Beverly Depot	Non-Federal Aid	Pending	1997	$ 2,000,000	6-6
Rantoul St.	Non-Federal Aid	600220	1997	$ 2,500,000	6-6
Rte. 1A	Non-Federal Aid	077158	1996	$ 1,000,000	5-6
BOLTON					
Rte. 117	Non-Federal Aid	600580	1996	$ 1,500,000	5-6
Rte. I-495, Bolton to Milford	Interstate Maintenance	068412	1995	$ 1,041,000	4-7
BOSTON					
Adams St. Bridge	STP/Boston	000600	1997	$ 2,000,000	6-18
Albany St.-Southeast Expressway	STP/Safety	600002	1996	$ 900,000	5-22
Albany St./Broadway Bridge	STP/Boston	000990	1997	$ 900,000	6-18
Aquarium Substation & Vent Shaft	Section 9 (Capital)	N/A	1997	$15,000,000	6-15
Bicycle Path	STP/Enhancement	Pending	1996	$ 1,200,000	5-19
Blue Hill Ave.	National Highway System	006002	1995	$ 4,128,348	4-9
Bolton St. Bridge	Non-Federal Aid	006308	1997	$ 500,000	6-6
Boston Engine Terminal	Section 9 (Capital)	N/A	1995	$20,000,000	4-19
Boston Engine Terminal	Section 9 (Capital)	N/A	1996	$20,000,000	5-16
Boston Engine Terminal	Section 9 (Capital)	N/A	1997	$20,000,000	6-15
Boston Harbor Waterfront	STP/Enhancement	Pending	1997	$ 3,000,000	6-28
Brighton Ave.	Non-Federal Aid	008105	1996	$ 2,500,000	5-6

BOSTON (continued)	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
Cambridge, Tremont & Washington	Non-Federal Aid	Pending	1996	$ 12,000,000	5-6
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1995	$ 41,360,000	4-4
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1996	$ 50,000,000	5-2
Central Artery/Third Harbor Tunnel	Bridge (On-System)	195001	1997	$ 65,107,813	6-3
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1995	$524,027,778	4-7
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1996	$524,027,778	5-4
Central Artery/Third Harbor Tunnel	Interstate Construction	195001	1997	$240,857,142	6-4
Central Artery/Third Harbor Tunnel	Metropolitan Highway System	195001	1996	$200,000,000	5-5
Central Artery/Third Harbor Tunnel	Metropolitan Highway System	195001	1997	$200,000,000	6-5
Central Artery/Third Harbor Tunnel	National Highway System	195001	1995	$ 62,040,000	4-9
Central Artery/Third Harbor Tunnel	National Highway System	195001	1996	$ 78,125,000	5-5
Central Artery/Third Harbor Tunnel	National Highway System	195001	1997	$ 77,500,000	6-5
Central Artery/Third Harbor Tunnel	STP/Statewide	195001	1996	$ 33,750,000	5-22
Central Artery/Third Harbor Tunnel	STP/Statewide	195001	1997	$ 95,000,000	6-34
Clean Cities, Project 1	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 1,258,314	4-5
Commonwealth Ave.	Non-Federal Aid	600635	1996	$ 25,000,000	5-6
Congress St. Bridge	STP/Boston	016555	1995	$ 3,000,000	4-21
Congress St. Overpass	Congestion Mitigation/Air Quality Improvement	016700	1997	$ 2,000,000	6-3
Dorchester Ave. Bridge	STP/Boston	020805	1997	$ 1,625,000	6-18
Dorchester Bicycle Path	Non-Federal Aid	005625	1997	$ 100,000	6-6
Essex St.	STP/Boston	111501	1997	$ 1,000,000	6-18
Harvard St. Bridge	Non-Federal Aid	031102	1995	$ 400,000	4-11
Ipswich St. Bridge	Bridge (Off-System)	600731	1996	$ 300,000	5-2
Logan Airport Parking	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 2,000,000	5-2
Logan Airport Parking Facility	Congestion Mitigation/Air Quality Improvement	Pending	1997	$ 2,000,000	6-3
Massachusetts Ave.	Non-Federal Aid	606363	1996	$ 8,000,000	5-6

	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
BOSTON (continued)					
Massachusetts Ave. Connector	STP/Boston	043805	1997	$ 1,000,000	6-18
Meridian St. Bridge	Non-Federal Aid	600637	1995	$ 11,000,000	4-11
Northern Ave. Bridge	STP/Enhancement	053002	1997	$ 5,150,000	6-28
Northern Ave. Connector Rds.	STP/Boston	053001	1997	$ 3,000,000	6-19
Park St. Bridge	Bridge (Off-System)	055750	1996	$ 499,000	5-2
Red Line Vent Shafts	Section 9 (Capital)	N/A	1997	$ 18,992,301	6-15
Signal Control Replacement	Non-Federal Aid	Pending	1996	$ 1,800,000	5-7
Signal Control Replacement	Non-Federal Aid	Pending	1996	$ 3,500,000	5-7
Signal Control Replacement	STP/Boston	600184	1996	$ 3,000,000	5-17
Silver St. Bridge	Bridge (Off-System)	129320	1997	$ 600,000	6-2
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1995	$ 29,775,000	4-19
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1996	$107,750,000	5-16
South Boston Piers Transitway	Section 3 (New Starts)	N/A	1997	$ 92,875,000	6-14
South St.	STP/Boston	129325	1997	$ 4,500,000	6-19
South St. Pedestrian Way	STP/Enhancement	Pending	1996	$ 391,000	5-19
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 650,000	4-5
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 950,000	5-3
Southeast Expressway HOV Lane	Congestion Mitigation/Air Quality Improvement	Pending	1997	$ 950,000	6-3
Sullivan Square Overpass	STP/Boston	011810	1997	$ 2,000,000	6-19
Washington St.	Non-Federal Aid	Pending	1997	$ 7,058,824	6-7
West Second St. Bridge	Non-Federal Aid	140276	1997	$ 1,500,000	6-7
Yard, Track & Signal Modification	Section 9 (Capital)	N/A	1996	$ 29,992,301	5-16
BOSTON REGION					
Accessible Transportation	Section 16 (Mobility Assistance)	N/A	1995	$ 597,400	4-20
AMTRAK Connection	Special Project-Information Only	N/A	1995	$ 0	4-20
Bus Procurement	Section 9 (Capital)	N/A	1995	$ 37,873,513	4-19

	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
BOSTON REGION (continued)					
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 3,506,000	4-5
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 3,516,000	5-3
Clean Cities, Project 2	Congestion Mitigation/Air Quality Improvement	Pending	1997	$ 3,516,000	6-3
Clean Cities, Project 3	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 1,000,000	5-3
Incident Management	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 700,000	4-5
Incident Management	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 1,000,000	5-3
MBTA Operating Assistance	Section 9 (Operating)	N/A	1995	$32,232,046	4-19
MBTA Operating Assistance	Section 9 (Operating)	N/A	1996	$36,420,886	5-17
MBTA Operating Assistance	Section 9 (Operating)	N/A	1997	$36,420,886	6-15
MBTA Park & Ride Facilities	Non-Federal Aid	Pending	1997	$ 8,500,000	6-7
MHD Park & Ride Facilities	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 3,755,396	5-3
Motorist Assistance Program	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 1,500,000	4-5
Motorist Assistance Program	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 1,500,000	5-3
Resurfacing Projects, To Be Identified	Non-Federal Aid	N/A	1997	$11,011,850	6-7
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 226,920	4-6
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 257,641	5-4
TMAs Formation	Congestion Mitigation/Air Quality Improvement	Pending	1997	$ 257,641	6-4
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 584,420	4-6
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1996	$ 738,641	5-4
TMAs New Initiatives	Congestion Mitigation/Air Quality Improvement	Pending	1997	$ 738,641	6-4
BOXBOROUGH					
Rte. 111	Non-Federal Aid	600678	1995	$ 1,250,000	4-11
BRAINTREE					
Old Rte. 128, Braintree to Weymouth	Non-Federal Aid	086901	1995	$ 1,500,000	4-11
Rte. 3, Braintree to Weymouth	Non-Federal Aid	600463	1995	$ 500,000	1-12

APPENDIX D
FY 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM
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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
BROOKLINE					
Fire Stations 6 & 7	Non-Federal Aid	Pending	1996	$ 150,000	5-7
Harvard St.-Marion St.	Non-Federal Aid	Pending	1996	$ 70,000	5-7
Newton St.-Grove St	Non-Federal Aid	Pending	1996	$ 400,000	5-7
BURLINGTON					
Cambridge	STP/Boston	Pending	1997	$ 800,000	6-19
Middlesex Turnpike-Terrace Hill Ave.	STP/Safety	Pending	1997	$ 200,000	6-29
Rte. 3	Non-Federal Aid	Pending	1996	$ 500,000	5-7
Rte. 3A-Bedford St.	STP/Safety	600659	1997	$ 150,000	6-30
Rte. 3A-Francis Wyman Rd	STP/Safety	600592	1996	$ 60,000	5-22
Rte. 62	Non-Federal Aid	600526	1996	$ 155,000	5-8
CAMBRIDGE					
Alewife/Fresh Pond Corridor	STP/Enhancement	Pending	1996	$1,485,000	5-20
Cambridge Common	STP/Enhancement	060480	1997	$ 500,000	6-28
Cambridgeport Bypass Project	STP/Boston	Pending	1997	$3,000,000	6-19
Concord Ave.	STP/Boston	060480	1997	$1,500,000	6-20
Enterprise Zone Bus System	STP/Boston	Pending	1996	$1,500,000	5-17
Fresh Pond Lane Bridge	Bridge (Off-System)	027258	1995	$ 411,000	4-2
Massachusetts Ave.	Non-Federal Aid	600300	1996	$5,500,000	5-8
Massachusetts Ave.	STP/Boston	Pending	1997	$1,000,000	6-20
Minuteman Bike Path	STP/Enhancement	Pending	1995	$ 250,000	4-21
Pedestrian Crossing, Fitchburg Rail	STP/Safety	Pending	1997	$5,000,000	6-30
Walden St. Bridge	STP/Boston	160065	1997	$1,000,000	6-20
CANTON					
Canton Viaduct	Section 9 (Capital)	N/A	1996	$5,000,000	5-16
Neponset St. Bridge	Non-Federal Aid	600470	1995	$ 650,000	4-12

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
CAPE ANN TRANSIT					
Bus Purchase	STP/Boston	N/A	1996	$ 900,000	5-17
Gloucester Intermodal Rail Station	Section 3 (Livable Community Initiative)	N/A	1996	$ 600,000	5-16
Operating Assistance	Section 9 (Operating)	N/A	1995	$ 90,000	4-20
Operating Assistance	Section 9 (Operating)	N/A	1996	$ 90,000	5-17
Operating Assistance	Section 9 (Operating)	N/A	1997	$ 90,000	6-16
Paratransit Services	Section 18 (Paratransit Assistance)	N/A	1995	$ 72,375	4-20
Support Equipment & Services	Section ((Capital)	N/A	1995	$ 37,500	4-19
Support Equipment & Services	Section 9 (Capital)	N/A	1996	$ 37,500	5-16
Support Equipment & Services	Section 9 (Capital)	N/A	1997	$ 37,500	6-15
CARLISLE					
Rte. 225	Non-Federal Aid	600449	1996	$ 80,000	5-8
CHELSEA					
Beacon St.	STP/Boston	Pending	1997	$ 500,000	6-20
Beech St. & Maple St.	STP/Boston	Pending	1997	$ 350,000	6-20
Bicycle Path & Pedestrian Walkway	STP/Enhancement	Pending	1996	$ 300,000	5-20
Broadway, Project 1	STP/Boston	Pending	1997	$ 700,000	6-20
Broadway, Project 2	STP/Boston	Pending	1997	$ 600,000	6-21
Eastern Avenue Corridor	Non-Federal Aid	Pending	1996	$2,500,000	5-8
Everett Ave.-Carter St.	STP/Boston	Pending	1997	$ 400,000	6-21
Spruce St.	STP/Boston	Pending	1997	$ 750,000	6-21
Spruce St.-Everett Ave.	STP/Boston	Pending	1997	$ 300,000	6-21
Williams St.	STP/Boston	Pending	1997	$ 150,000	6-21
Williams St.-Pearl St.	STP/Boston	Pending	1997	$ 500,000	6-21

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
COHASSET					
Beechwood St.	STP/Rural	Pending	1997	$ 250,000	6-29
North Main St.	Non-Federal Aid	Pending	1997	$ 100,000	6-7
CONCORD					
Assabet Ave.	STP/Statewide	Pending	1997	$ 250,000	6-34
Minuteman Bike Path	STP/Enhancement	Pending	1997	$3,000,000	6-28
Monument St. Bridge	Bridge (Off-System)	Pending	1997	$ 318,000	6-2
Rte. 2	Non-Federal Aid	600521	1995	$1,000,000	4-10
Rte. 2	STP/Boston	096890	1997	$1,200,000	6-22
DANVERS					
Andover St.-Rte. I-95	STP/Boston	Pending	1997	$2,000,000	6-22
Center St.-Hobart St.	Non-Federal Aid	Pending	1997	$ 100,000	6-8
Pine St.	STP/Boston	600222	1997	$1,000,000	6-22
Rte. 114-Rte. 1	Non-Federal Aid	Pending	1997	$2,000,000	6-8
Town Hall Intersection	STP/Safety	600223	1997	$ 160,000	6-30
DEDHAM					
Rte. 1 Bridge	Interstate Maintenance	600704	1995	$ 700,000	4-7
Rte. 1, 2 Bridges	Non-Federal Aid	075411	1996	$1,000,000	5-8
Rte. 109 Bridge	Non-Federal Aid	079741	1995	$ 500,000	4-12
Spring St. Bridge	Non-Federal Aid	030835	1997	$1,000,000	6-8
DOVER					
Bridge St. Bridge	Bridge (Off-System)	600746	1996	$ 500,000	5-2
Centre St	Non-Federal Aid	Pending	1997	$ 700,000	6-8
Dover Rd. Bridge	Non-Federal Aid	600744	1996	$ 300,000	5-8

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
ESSEX					
Rte. 133	STP/Statewide	600217	1997	$1,000,000	6-34
EVERETT					
Ferry St. & Rte. 99	Non-Federal Aid	Pending	1997	$2,500,000	6-8
Shute St. & Lynn St.	Non-Federal Aid	Pending	1997	$3,000,000	6-9
FOXBOROUGH					
North St.	Non-Federal Aid	600283	1996	$3,500,000	5-9
Rte. I-95	Interstate Maintenance	600805	1995	$4,900,000	4-7
FRAMINGHAM					
Downtown Streetscape	STP/Enhancement	Pending	1996	$ 81,973	5-20
IVHS Traffic Operations Center	Congestion Mitigation/Air Quality Improvement	Pending	1997	$2,000,000	6-4
Lincoln St.	STP/Statewide	Pending	1997	$ 250,000	6-34
Rte. 9, Framingham to Westborough	National Highway System	125399	1995	$6,000,000	4-9
Rte. 9-Caldor Rd. & W. Park Dr.	Non-Federal Aid	600504	1996	$ 400,000	5-9
Rte. 9-Rte. 126	STP/Boston	124202	1997	$4,000,000	6-22
Rte. 30-Speen St.	Non-Federal Aid	110952	1996	$1,600,000	5-9
Rte. 126-Dennison St.	STP/Statewide	Pending	1997	$ 100,000	6-34
Rte. 126-Hartford St.	STP/Statewide	Pending	1997	$ 160,000	6-35
Rte. 126-Howard St.	STP/Safety	Pending	1997	$ 100,000	6-30
Rte. 126-Lincoln St.	STP/Statewide	Pending	1997	$ 140,000	6-35
Rte. 126-Park St.	STP/Statewide	Pending	1997	$ 280,000	6-35
Rte. 126-Rte. 30	STP/Statewide	086450	1995	$1,200,000	1-22
Rte. 126-Rte. 135	STP/Statewide	Pending	1997	$ 200,000	6-35
Rte. 135	Non-Federal Aid	600577	1996	$2,000,000	5-9
Rte. 135-Blandin Ave.	STP/Statewide	Pending	1997	$ 150,000	6-35

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
FRANKLIN					
Chestnut St.	Non-Federal Aid	Pending	1997	$ 2,100,000	6-9
King St.	Non-Federal Aid	Pending	1995	$ 1,000,000	4-12
Lincoln St. & Main St.	Non-Federal Aid	Pending	1997	$ 5,900,000	6-9
Rte. 140	STP/Statewide	09200	1997	$12,000,000	6-35
Rte. 140 (Unionville Bridge)	STP/Statewide	09200	1997	$ 1,200,000	6-36
Rte. I-495, Franklin to Mansfield	Interstate Maintenance	600161	1996	$ 5,000,000	5-4
Summer St.	Non-Federal Aid	Pending	1995	$ 500,000	4-12
Summer St.	Non-Federal Aid	Pending	1997	$ 2,500,000	6-9
Union St.	Non-Federal Aid	Pending	1995	$ 1,700,000	4-13
Union St.-King St	Non-Federal Aid	Pending	1996	$ 1,700,000	5-9
Washington St.	STP/Statewide	Pending	1997	$ 2,800,000	6-36
GLOUCESTER					
Park & Ride Facility	Non-Federal Aid	Pending	1997	$ 2,000,000	6-9
Rte. 127	Non-Federal Aid	600472	1995	$ 360,000	4-13
Rte. 127	STP/Statewide	Pending	1997	$ 500,000	6-36
Rte. 127A	Non-Federal Aid	600473	1996	$ 300,000	5-9
Rte. 127A	Non-Federal Aid	Pending	1995	$ 750,000	4-13
Rte. 128-Bass Ave.	Non-Federal Aid	041504	1996	$ 500,000	5-9
Thatcher Rd. Bridge	Bridge (Off-System)	133850	1997	$ 300,000	6-2
Western Ave.-Centennial A	STP/Safety	086601	1996	$ 150,000	5-22
HAMILTON					
Cutler Rd. Bridge	Bridge (Off-System)	018115	1995	$ 504,000	6-2

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
HANOVER					
Rte. 53, Phase 1B	Non-Federal Aid	114501	1996	$4,000,000	5-10
Rte. 123	Non-Federal Aid	600404	1996	$ 298,550	5-10
Rte. 139	Non-Federal Aid	091150	1995	$1,500,000	4-13
Rte. 139	STP/Safety	Pending	1997	$ 200,000	6-30
HINGHAM					
Rte. 3A Bridge	Non-Federal Aid	600964	1996	$ 600,000	5-10
Rte. 228	STP/Boston	600412	1997	$2,600,000	6-22
Rte. 228	STP/Safety	600518	1997	$ 700,000	6-31
HOLLISTON					
Concord St.	STP/Enhancement	Pending	1997	$ 30,000	6-28
Rte. 16-Rte. 126	Non-Federal Aid	600571	1996	$ 500,000	5-10
HOPKINTON					
Grove St.-Hayden Rowe St.	STP/Safety	Pending	1997	$ 150,000	6-31
Main St.-Hayden Rowe St.	STP/Safety	Pending	1997	$ 225,000	6-31
Main St.-Pleasant St.	STP/Safety	Pending	1997	$ 125,000	6-31
HUDSON					
Chapin Rd. Bridge	STP/Boston	160040	1997	$ 560,000	6-22
Main St.	Non-Federal Aid	Pending	1996	$1,250,000	5-10
Rte. 62	STP/Statewide	600575	1996	$1,500,000	5-23
Rte. 62, Hudson to Berlin	Non-Federal Aid	600574	1995	$1,000,000	4-13
HULL					
Rte. 228	STP/Statewide	600414	1996	$ 100,000	5-23

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
IPSWICH					
Downtown Parking	Non-Federal Aid	Pending	1996	$ 150,000	5-10
Green St. Bridge	Bridge (Off-System)	600210	1995	$ 600,000	4-2
Labor-in-Vain Rd. Bridge	Bridge (Off-System)	028650	1995	$ 500,000	4-2
Rte. 1-Linebrook Rd.	Non-Federal Aid	600066	1996	$ 150,000	5-10
Rtes. 1A & 133	STP/Rural	600458	1996	$ 275,000	5-21
LEXINGTON					
Bedford St.	Non-Federal Aid	Pending	1997	$2,500,000	6-10
Depot Square/Emory Park	STP/Enhancement	Pending	1997	$ 218,030	6-29
Hartwell Ave.	Non-Federal Ave.	Pending	1997	$1,500,000	6-10
Express Transit Vehicle Purchase	STP/Boston	Pending	1996	$ 460,000	5-17
Maple St. Bridge/Bike Path	Non-Federal Aid	043325	1995	$ 250,000	4-14
Rte. 2 Bridge	Interstate Maintenance	600703	1996	$3,000,000	5-5
LINCOLN					
Rte. 2	Non-Federal Aid	600459	1995	$ 300,000	4-14
Rte. 126 Bridge	STP/Boston	086461	1997	$ 700,000	6-23
LITTLETON					
Rte. 119 Bridge	Bridge (On-System)	029225	1995	$1,500,000	4-1
Rte. 119/2A	Non-Federal Aid	600540	1995	$ 100,000	4-14
LYNN					
Boston St.	Non-Federal Aid	Pending	1995	$ 950,000	4-14
Boston St.-Summer St. & Rollins Ave.	Non-Federal Aid	Pending	1995	$ 300,000	4-14
Chestnut St.-Maple St.	Non-Federal Aid	Pending	1995	$ 250,000	4-14
Rte. 107-Maple St	Non-Federal Aid	Pending	1997	$2,800,000	6-10
Western Ave.-Centre St	STP/Safety	600040	1997	$ 100,000	5-22

	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
LYNNFIELD					
Reedy Meadow	STP/Enhancement	Pending	1996	$ 400,000	5-20
Salem St.-Walnut St.	STP/Safety	600641	1996	$ 350,000	5-22
MALDEN					
Bikeway to the Sea	STP/Enhancement	Pending	1997	$ 3,000,000	6-29
Highland Ave.-Maple St.	STP/Safety	Pending	1997	$ 200,000	6-31
Lynn St.-Eastern Ave.	STP/Safety	Pending	1997	$ 250,000	6-32
Maplewood St.-Eastern Ave.	STP/Statewide	Pending	1997	$ 250,000	6-36
Pedestrian Bridge	STP/Boston	Pending	1997	$ 3,000,000	6-23
Rte. 60	STP/Statewide	Pending	1997	$ 1,000,000	6-36
Salem St.-Pierce St.	STP/Statewide	Pending	1997	$ 250,000	6-37
MARLBOROUGH					
Boundary St.	STP/Statewide	006870	1997	$2,000,000	6-37
Cedar Hill St.	STP/Statewide	Pending	1997	$1,200,000	6-37
Farm Rd.	STP/Statewide	Pending	1997	$2,700,000	6-37
Rte. 20	Non-Federal Aid	600122	1995	$ 1,500,000	4-15
Rte. 20	STP/Statewide	600428	1997	$2,000,000	6-37
Rte. 20 (East)	Non-Federal Aid	Pending	1996	$ 1,350,000	5-11
Rte. 20 (East)	STP/Statewide	600630	1996	$ 1,200,000	5-23
Rte. 85	STP/Statewide	043320	1995	$ 500,000	4-22
Rte. I-290	Non-Federal Aid	601063	1995	$ 600,000	4-15
Rte. I-495 Interchange	Interstate Maintenance	063615	1997	$12,000,000	6-5
Williams St.	STP/Statewide	Pending	1997	$1,750,000	6-38

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
MARSHFIELD					
Rte. 3A Drawbridge	STP/Statewide	110200	1997	$7,500,000	6-38
Rte. 139, Marshfield to Pembroke	National Highway System	114505	1995	$4,375,000	4-9
MAYNARD					
Acton St.	STP/Safety	Pending	1997	$ 300,000	6-32
MEDFORD					
Boston Ave.-College Ave.	Non-Federal Aid	Pending	1996	$ 250,000	5-11
College Ave. Bridge	Non-Federal Aid	015555	1995	$1,000,000	4-15
Grove St. Bridge	Non-Federal Aid	030100	1995	$ 400,000	4-15
North St. Bridge	Non-Federal Aid	052300	1995	$1,000,000	4-15
Rte. I-93	Int te Maintenance	071707	1995	$5,500,000	4-7
Wellington Station People-Mover	STP/Boston	N/A	1996	$ 900,000	5-17
MEDWAY					
Walker St. Bridge	Bridge (Off-System)	600121	1995	$ 500,000	4-2
MELROSE					
Essex St.	Non-Federal Aid	Pending	1997	$ 216,250	6-10
Green St.	Non-Federal Aid	Pending	1997	$ 172,250	6-10
Lebanon St.	Non-Federal Aid	Pending	1997	$ 940,000	6-10
Washington St.	Non-Federal Aid	Pending	1997	$ 506,000	6-11
METROWEST AREA					
Clean Cities, Project 3	Congestion Mitigation/Air Quality Improvement	Pending	1995	$ 500,000	4-6
Bikeway Map	STP/Enhancement	Pending	1995	$ 10,000	4-22

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
MIDDLETON					
Rte. 62	Non-Federal Aid	118601	1996	$2,000,000	5-11
Rte. 62	STP/Statewide	600218	1997	$1,500,000	6-38
Rte. 62	STP/Statewide	Pending	1997	$ 800,000	6-38
Rte. 114	STP/Boston	600227	1997	$ 500,000	6-23
MILFORD					
Dilla St.-Purchase St.	Non-Federal Aid	600631	1996	$ 200,000	5-11
Highland St.-West St.	Non-Federal Aid	600631	1996	$ 500,000	5-11
Rte. I-495, Milford to Wrentham	Interstate Maintenance	400055	1995	$ 650,000	4-8
Veterans' Memorial Blvd.	STP/Statewide	Pending	1997	$1,000,000	6-38
W. Fountain, Fountain & Congress Sts.	Non-Federal Aid	600631	1996	$ 150,000	5-11
MILLIS					
Myrtle St. Bridge	Bridge (Off-System)	049055	1995	$ 800,000	4-2
Rte. 109	STP/Statewide	Pending	1997	$1,750,000	6-39
MILTON					
I-93 Noise Barriers, Milton to Quincy	Interstate Maintenance	0071715	1996	$2,900,000	5-5
Rte. 28	STP/Boston	106901	1997	$2,250,000	6-23
NATICK					
Rte. 135	Non-Federal Aid	600501	1995	$ 100,000	4-13
Rte. 135 & Rte. 27	Non-Federal Aid	600573	1996	$2,500,000	5-11
Speen St. Bridge	National Highway system	130580	1995	$ 401,497	4-9
West Central St.	STP/Enhancement	Pending	1997	$ 465,000	6-29

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NEEDHAM					
Highland Ave., Needham to Newton	Non-Federal Aid	032670	1997	$5,750,000	6-11
NEWTON					
Bicycle Trails Project	STP/Enhancement	Pending	1996	$ 5,000	5-20
Centre, Park & Tremont Sts.	STP/Statewide	Pending	1997	$1,000,000	6-39
Dexter Rd. Bridge	Bridge (Off-System)	600234	1995	[illegible]5,000	4-3
Rte. 16	STP/Statewide	600894	1996	$1,100,000	5-23
Rte. 16 Bridge	Bridge (On-System)	1805505	1995	$1,500,000	4-4
NORFOLK					
Main St. Bridge	Non-Federal Aid	600763	1996	$ 350,000	5-12
Rte. 115	STP/Statewide	600384	1996	$ 210,000	5-23
NORTH READING					
RTE. 62	STP/Boston	600507	1997	$ 485,000	6-23
NORWELL					
Rte. 123	STP/Boston	600385	1997	$ 225,000	6-24
NORWOOD					
Pendergast Circle Bridge (NB)	Non-Federal Aid	600766	1996	$ 400,000	5-12
Pendergast Circle Bridge (SB)	Non-Federal Aid	600767	1996	$ 400,000	5-12
Rte. 1A	STP/Statewide	600383	1996	$ 121,270	5-23

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PEABODY					
Bikeway & Greenway	STP/Enhancement	Pending	1996	$ 1,507,296	5-20
Downtown Parking	STP/Boston	600226	1997	$ 400,000	6-24
Johnson St. Ext. Bridge	Bridge (Off-System)	035906	1995	$ 800,000	4-3
Lowell St.	Non-Federal Aid	Pending	1997	$ 130,000	6-11
Lowell St.-Bourbon St.	STP/Safety	600566	1997	$ 75,000	6-32
Lynn St.-County St.	STP/Safety	Pending	1996	$ 100,000	5-22
Riverwalk	STP/Enhancement	Pending	1996	$ 1,573,440	5-20
QUINCY					
Furnace Brook Parkway, Drainage	Non-Federal Aid	Pending	1997	$10,000,000	6-11
RANDOLPH					
Rte. 28-Oak St. & Chestnut St.	STP/Statewide	107302	1995	$ 500,000	4-22
Rte. 28-Russ St. & Scanlon Dr.	STP/Statewide	107301	1995	$ 300,000	4-22
READING					
Mineral St. Bridge	(Bridge (Off-System)	600769	1995	$ 300,000	4-3
Rte. 28	STP/Statewide	600225	1997	$ 500,000	6-39
Rte. 129, Reading to Wilmington	Interstate Maintenance	089201	1997	$ 9,625,000	6-5
Summer Ave.-Prescott St.	STP/Safety	600533	1997	$ 100,000	6-32
Walkers Brook Dr.	STP/Statewide	Pending	1997	$ 1,250,000	6-39
West St.	STP/Statewide	Pending	1997	$ 1,200,000	6-39

	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
REVERE					
Rte. 1A-Oak Island St.	Non-Federal Aid	600173	1995	$ 450,000	4-16
Rte. 1A-Revere St.	Non-Federal Aid	600178	1995	$ 300,000	4-16
Rte. 107, 3 Bridges	STP/Boston	118160	1997	$ 4,000,000	6-24
Washington Ave.-Park Ave.	STP/Safety	Pending	1997	$ 500,000	6-32
Washington Ave.-Squire Rd.	STP/Safety	Pending	1997	$ 500,000	6-33
ROCKPORT					
Park & Ride Facility	STP/Statewide	Pending	1996	$ 100,000	5-24
Rte. 127 & Rte. 127A	Non-Federal Aid	600447	1996	$ 665,000	5-12
SALEM					
Boston St. & Bridge St.	STP/Safety	Pending	1997	$ 250,000	6-33
Improve Safety at 4 Intersections	Non-Federal Aid	180531	1996	$1,145,000	5-12
Jefferson Ave.-Wilson Rd.	STP/Statewide	Pending	1997	$ 62,000	6-39
Loring Ave.-Canal St.	STP/Statewide	Pending	1997	$ 172,000	6-40
Multi-Purpose Trail System	STP/Enhancement	Pending	1996	$ 911,857	5-21
Park & Ride Facility	Non-Federal Aid	Pending	1997	$4,500,000	6-11
Rte. 107-Swampscott Rd.	Non-Federal Aid	600068	1995	$ 100,000	4-16
Signs, Markers & Brochures	STP/Enhancement	Pending	1996	$ 85,000	5-21
Swampscott Rd	STP/Statewide	Pending	1997	$1,200,000	6-40
SAUGUS					
Hamilton St. Bridge	STP/Statewide	180506	1996	$ 170,000	5-24
Rte. 1 & Walnut St. & Water St	STP/Boston	180529	1997	$6,000,000	6-24
Walnut St.	Non-Federal Aid	024711	1996	$1,250,000	5-12

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
SCITUATE					
Rte. 123	STP/Statewide	600355	1996	$ 64,000	5-24
Veterans' Memorial Bridge	STP/Boston	023399	1997	$ 800,000	6-24
SHARON					
Depot St. Bridge	STP/Statewide	019505	1997	$2,736,000	6-40
Rte. 27	Non-Federal Aid	600837	1995	$ 138,000	4-16
Rte. 27	STP/Safety	600497	1997	$ 500,000	6-33
Rte. I-95	Interstate Maintenance	600803	1995	$6,300,000	4-8
SHERBORN					
Rte. 16/27	STP/Boston	600541	1995	$1,500,000	4-21
South Main St.	Non-Federal Aid	Pending	1996	$ 500,000	5-13
Washington St.	Non-Federal Aid	Pending	1997	$ 500,000	6-12
SOMERVILLE					
Bicycle Path	STP/Enhancement	Pending	1996	$ 50,000	5-21
Cedar St. Bridge	Non-Federal Aid	011600	1996	$ 500,000	5-13
Lowell St., 2 Bridges	STP/Boston	040550	1997	$1,000,000	6-25
School St. Bridge	Non-Federal Aid	127900	1996	$ 500,000	5-13
Sycamore St. Bridge	Bridge (Off-System)	133109	1997	$ 679,000	6-2
Walnut St. Bridge	Non-Federal Aid	137349	1996	$1,000,000	5-13
Webster Ave. Bridge	STP/Boston	137350	1997	$1,000,000	6-25

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
SOUTH SHORE					
Old Colony Restoration	Congestion Mitigation/Air Quality Improvement	N/A	1995	$36,625,000	4-6
Old Colony Restoration	Congestion Mitigation/Air Quality Improvement	N/A	1996	$ 6,750,000	5-4
Old Colony Restoration	Interstate Transfer	N/A	1995	$ 71,927	4-8
Old Colony Restoration	Interstate Transfer	N/A	1996	$ 716,927	5-5
Old Colony Restoration	Interstate Transfer	N/A	1997	$ 716,927	6-5
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1995	$65,742,579	4-18
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1996	$65,742,579	5-15
Old Colony Restoration	Section 3 (Fixed Guideway)	N/A	1997	$65,742,579	6-14
STATEWIDE					
Bridge Decks, Painting & Dams	Bridge (On-System)	N/A	1995	$ 3,000,000	4-4
Bridge Decks, Painting & Dams	Interstate Maintenance	N/A	1995	$ 1,333,333	4-8
Bridge Decks, Painting & Dams	National Highway System	N/A	1995	$ 1,500,000	4-10
Bridge Inspection	Bridge (On-System)	N/A	1995	$ 4,000,000	4-4
Design & Right-of-Way	STP/Statewide	N/A	1997	$ 4,000,000	6-40
Infrastructure Improvements	Interstate Maintenance	N/A	1995	$ 2,666,667	4-8
Infrastructure Improvements	National Highway System	N/A	1995	$ 1,500,000	4-10
Infrastructure Improvements	STP/Statewide	N/A	1995	$ 1,000,000	4-23
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1995	$ 1,800,000	4-6
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1996	$ 1,800,000	5-4
Transportation Demand Management	Congestion Mitigation/Air Quality Improvement	N/A	1997	$ 1,800,000	6-4
STONEHAM					
Rte. 28	Non-Federal Aid	131511	1995	$ 270,000	4-16

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
STOUGHTON					
Rte. 139 Bridge	Non-Federal Aid	600772	1996	$ 500,000	5-13
Rte. 139-Turnpike St.	STP/Boston	091555	1995	$1,000,000	4-21
SUDBURY					
Boston Post Rd.	STP/Statewide	Pending	1997	$3,870,000	6-40
Boston Post Rd.-Peakham Rd.	STP/Statewide	Pending	1997	$ 100,000	6-41
SWAMPSCOTT					
Atlantic Ave.	STP/Boston	Pending	1996	$ 53,000	5-18
Burpee Rd.	STP/Boston	Pending	1996	$ 11,000	5-18
Essex St.	STP/Boston	Pending	1996	$ 71,000	5-18
Farragut Rd.	STP/Boston	Pending	1996	$ 14,000	5-18
Forest Ave.	STP/Boston	Pending	1996	$ 115,000	5-18
Humphrey St.	STP/Boston	Pending	1996	$ 75,000	5-18
Phillips Ave.	STP/Boston	Pending	1996	$ 86,000	5-19
Pleasant St.	STP/Boston	Pending	1996	$ 21,000	5-19
Puritan Rd.	STP/Boston	Pending	1996	$ 59,500	5-19
Redington St.	STP/Boston	Pending	1996	$ 60,000	5-19
Rte. 129	Non-Federal Aid	600989	1996	$ 900,000	5-13
TOPSFIELD					
Rte. 1-Ipswich Rd.	Non-Federal Aid	600595	1995	$ 250,000	4-17
Rte. 1-Rte. 97	STP/Rural	600596	1996	$ 250,000	5-21
WALPOLE					
Rte. 1A	Non-Federal Aid	600671	1996	$3,000,000	5-11
Rte. 27	STP/Statewide	600345	1996	$ 80,000	5-24

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	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
WALTHAM					
Beaver St.-Forest St.	STP/Boston	Pending	1997	$ 350,000	6-25
Bus Purchase	Non-Federal Aid	Pending	1996	$ 100,000	5-14
Main St.	STP/Boston	Pending	1997	$ 260,000	6-25
Main St.	STP/Boston	Pending	1997	$ 530,000	6-25
Moody St.-High St.	STP/Boston	Pending	1997	$ 125,000	6-26
Rte. 117-Bear Hill Rd.	Non-Federal Aid	600644	1996	$ 800,000	5-14
Totten Pond Rd.-Lexington St.	STP/Safety	Pending	1997	$ 500,000	6-33
Trapelo Rd.-Smith St.	STP/Boston	Pending	1997	$ 950,000	6-26
WATERTOWN					
Pleasant St.	STP/Boston	Pending	1997	$1,800,000	6-26
Rte. 20	Non-Federal Aid	600745	1996	$1,000,000	5-14
Rte. 20 Bridge	Non-Federal Aid	600706	1995	$ 300,000	4-17
WAYLAND					
Rte. 2-Rte. 27/126	Non-Federal Aid	Pending	1995	$ 200,000	4-17
Rte. 20 Bridge	STP/Boston	105121	1997	$ 800,000	6-26
Rte. 30	Non-Federal Aid	Pending	1995	$1,200,000	4-17
WELLESLEY					
Rockland St. Bridge	Non-Federal Aid	600776	1996	$ 300,000	5-14
Rte. 9, Drainage	STP/Statewide	125298	1997	$ 300,000	6-11
Rte. 9-Rte. 16	Non-Federal Aid	600072	1995	$ 250,000	4-17
Rte. 16	STP/Boston	600712	1997	$1,500,000	6-26
Rte. 16 Bridge	STP/Statewide	094762	1997	$1,000,000	6-11
Woodlawn Ave. Bridge	STP/Boston	Pending	1997	$ 450,000	6-26

	Funding Program	Project #	Fiscal Year	Amount Programmed	Page #
WESTON					
Rte. 20-School St.	Non-Federal Aid	101350	1995	$ 80,000	4-17
Rte. 117	STP/Statewide	600453	1996	$ 80,000	5-24
South St. Bridge	Non-Federal Aid	130375	1997	$ 800,000	6-12
WESTWOOD					
Canton St.	Non-Federal Aid	Pending	1997	$2,500,000	6-12
East St.	Non-Federal Aid	Pending	1997	$ 200,000	6-12
Gay St.	Non-Federal Aid	Pending	1996	$$1,200,000	5-14
Hartford St.	Non-Federal Aid	Pending	1997	$2,000,000	6-13
High St.	Non-Federal Aid	Pending	1996	$1,560,000	5-14
Nahatan St.	Non-Federal Aid	600272	1996	$1,000,000	5-15
Oak St.	Non-Federal Aid	Pending	1996	$ 560,000	5-15
Pond St.	Non-Federal Aid	Pending	1996	$ 840,000	5-15
Rte. 1A Turnback	Non-Federal Aid	600779	1996	$1,500,000	5-15
Rte. 109	STP/Statewide	Pending	1997	$ 500,000	6-41
Rte. 109-Summer St.	STP/Boston	Pending	1997	$ 450,000	6-27
Winter St.	Non-Federal Aid	Pending	1997	$ 700,000	6-13
WEYMOUTH					
Columbian St. Bridge	Non-Federal Aid	015860	1996	$ 750,000	5-15
Commercial St. Bridge	STP/Boston	Pending	1997	$ 212,000	6-27
Park Ave.-Pleasant St.	Non-Federal Aid	142121	1995	$ 300,000	4-18
Puritan Rd., Pollution Control	STP/Enhancement	Pending	1996	$ 58,000	5-21
Rte. 18-Rte. 53	Non-Federal Aid	600181	1995	$ 125,000	1-18
Rte. 53	STP/Statewide	114906	1995	$ 200,000	4-23

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WILMINGTON					
Rte. 38	STP/Boston	600455	1997	$ 1,200,000	6-27
Rte. 62 Bridge	Non-Federal Aid	118604	1995	$ 1,200,000	4-18
WINCHESTER					
Shore Rd. Bridge	Bridge (Off-System)	600783	1995	$ 200,000	4-3
Washington St.	STP/Statewide	600534	1997	$ 1,250,000	6-41
WINTHROP					
Rte. 145	Non-Federal Aid	600523	1996	$ 520,000	5-15
WOBURN					
Rte. 3-Bedford Rd.	STP/Boston	600176	1995	$ 225,000	4-21
Rte. I-93	Non-Federal Aid	Pending	1997	$10,000,000	6-13
Rte. I-93 Bridge	Non-Federal Aid	600707	1995	$ 600,000	4-18
WRENTHAM					
Creek St.	Non-Federal Aid	Pending	1997	$ 270,000	6-13
Park St.	Non-Federal Aid	Pending	1997	$ 225,000	6-13
Rte. 1A-Rte. 121	STP/Safety	600710	1997	$ 350,000	6-33
Rte. 140	STP/Statewide	600418	1996	$ 40,000	5-24
Taunton St.	Non-Federal Aid	Pending	1997	$ 270,000	6-14
Thurston St.	Non-Federal Aid	Pending	1997	$ 365,000	6-14
West St.	Non-Federal Aid	Pending	1997	$ 430,000	6-14

APPENDIX E-1 THE MPO'S PUBLIC PARTICIPATION PROCESS

A. PUBLIC PARTICIPATION PROCESS FOR METROPOLITAN PLANNING DOCUMENTS IN THE BOSTON MPO

ISTEA requires each Metropolitan Planning Organization to establish a proactive public participation process that provides: complete information; timely public notice; full access to key decisions; and, early and continuing public involvement in the development of Transportation Plans, Unified Planning Work Programs, and Transportation Improvement Programs.

The policy presented below represents the MPO's effort to comply with the public participation requirements of ISTEA and other applicable federal laws and, more importantly, the MPO's commitment to ensuring meaningful public involvement in its work products.

The Boston MPO is committed to ensuring the optimum level of public involvement in all facets of transportation planning, while remaining mindful of the need to expeditiously act on transportation issues. As such, the MPO recognizes the important role that will be played by the currently existing citizen involvement process:

- The JRTC is a special committee established by the MPO. It advises the MPO on transportation matters related to the Transportation Plan, the UPWP, and the TIP.

- The MBTA Advisory Board has specific statutory powers related to the MBTA budget and fare review. With its expertise in regional transit planning and budgeting issues, the board provides an excellent forum for local community involvement through the input of local government representatives of the 78 cities and towns within the MBTA district.

- The MAPC, representing 101 cities and towns, is uniquely situated to provide a forum for the discussion of inter-municipal concerns, particularly the effect of transportation decisions on Metro Plan and local land use plans. The MAPC's sub-regional approach allows local and regional issues to be fully discussed by representatives of affected cities and towns, thereby providing the state with a much-needed local and regional perspective.

Each of these entities has a unique and important role to play in ensuring the optimum level of public participation in the transportation planning process.

B. PROCESS OF ADOPTION

Upon SSC approval of the proposed process, notification will be advertised in a newspaper or newspapers of general circulation in the region, informing the public of the availability of the draft process, the date and location of any scheduled public meeting on the process, and the public's right to comment within the 45-day period. In addition, notification will be provided directly to those persons and entities who are normally notified of SSC actions (e.g., MAPC members, MBTA Advisory Board members, etc.).

C. PUBLIC PARTICIPATION PROGRAM

Public notices will be published in a newspaper or newspapers of general circulation and public service announcements will be provided to the broadcast media, upon the circulation of a draft Transportation Plan, UPWP, or TIP. Notification of draft amendments thereto, which are subject to the public participation process, will be provided through press releases, public service announcements, posting in city and town halls, and normal notification procedures. Local officials and state legislators will, in addition to MAPC mailings, be notified through announcements published in the monthly MAPC News. In addition, the MPO will make use of other regularly issued publications, such as the Environmental Monitor or other publications of likely interest to persons who are involved in, or who might wish to be involved in, the transportation planning process. The MPO will also use its newsletter, "TRANSREPORT" to disseminate information of interest concerning MPO documents and operations.

All notices will include the date and location of any public meeting on the document, a statement of document availability, and a declaration of the public's right to comment within the 30-day review period. Comments can be submitted in writing, made verbally at any public meeting held on the document, or be transmitted through electronic means, if available. Each notice will therefore, include a mailing address, a FAX number, a TDD number, and an E-Mail number, as appropriate.

In addition, a mailing list will be developed so that notification of documents and amendments thereto can be sent directly to those entities that are specifically referenced in the federal rule and to any person requesting to be placed on the mailing list. This mailing list will also be used to disseminate "TRANSREPORT," the MPO's newsletter.

At least one formal public meeting will be held each year, during the winter months, to review planning assumptions and the Transportation Plan development process and to review the TIP development process.

Notification of all formal public meetings will be provided in the same manner as notification for the release of the documents which are the subject of such meetings.

All meetings will be held in locations that are accessible to persons with disabilities and, upon request, meeting materials will be made available in accessible format and a sign language interpreter will be provided at the public meetings. In addition, the MPO will schedule the formal public meetings at a time during the day, and for a sufficient duration, to allow the maximum public input possible.

D. PUBLIC ACCESS TO INFORMATION

Copies of the UPWP, the Transportation Plan, the TIP, and any amendments thereto are available free-of-charge to any requesting person or entity. In addition, all information used in the development of such documents is open to public inspection during normal business hours and, upon request, copies of such information will be provided at cost.

Copies of the Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program will be provided to the Boston Public Library and to at least one public library within each MAPC sub-region.

E. PUBLIC REVIEW

The "key decision point" in the transportation planning process occurs when the SSC meets to make a final recommendation to the MPO. All public meetings on a document must, therefore, be scheduled in such a way as to allow for adequate public notice of the matters to be considered and to provide for public availability of documents during the comment period prior to the SSC meeting. In order to provide sufficient time for document distribution, the public comment period will end 35 days after the SSC approves the circulation of the document.

The purpose of this comment period is to provide needed public input to the SSC prior to and during its final consideration of a proposed planning document in order to enhance the decision-making process, while recognizing the need for expeditious decision-making. All SSC meetings are open to the public.

The following schedule is therefore recommended:

1. The SSC meets to consider the document for circulation.
2. If the document is approved for circulation by the SSC, notification is provided, informing the public of the availability of the document, the date and location of any public meeting on the document, and the ending date for the acceptance of comments.
3. Thirty-five days after the SSC approval of the circulation of the document, the comment period ends.
4. Thereafter, the SSC meets to make a recommendation to the MPO.
5. MPO member agencies act on the SSC recommendation.

In acknowledgment of the valuable input provided to the SSC by the JRTC, MBTA Advisory Board staff, and MAPC committees, it is anticipated that each of these entities

will meet during the public comment period (between steps 2. and 3.) to discuss the document in question and receive public input thereon. These meetings are in addition to, and not a substitute for, the SSC meeting to take final action on the document and MPO agencies' meetings after the comment period to take action on the SSC recommendation.

Major TIP amendments are subject to the public participation process. "Major TIP Amendment" means any amendment that deletes a project, delays a project by more than one fiscal year, adds a project, changes a project's scope, or changes the amount of funds programmed for a project by more than $1 million and more than 10% of programmed costs.

Minor adjustments to a project's scope, programmed costs, or the year of implementation within the three-year program may be accomplished through administrative action; however, upon the request of two or more members of the SSC any proposed action will be reclassified as a major TIP amendment. A request for administrative action requires notification of all MPO agencies and a 30-day waiting period after the date of such notification for comments to be made to the MPO Executive Secretary.

F. RESPONSE TO PUBLIC INPUT

All comments will be acknowledged as soon as possible after receipt, so that commentators can be assured that their views have reached the SSC for consideration. MAPC will be responsible for acknowledging the receipt of comments on the TIP or a major amendment thereto and CTPS will be responsible for acknowledging the receipt of comments on the Transportation Plan and UPWP.

All comments received during the public participation period will be presented to MPO members prior to the date of endorsement for the document that is the subject of such comments. The SSC will act as a clearinghouse for all comments and will be responsible for assigning initial responsibility for summarizing comments. Comments on the TIP or a major amendment thereto will be collected and summarized by MAPC; comments on the Transportation Plan and the UPWP will be collected and summarized by CTPS. If requested by two or more members of the SSC, the project proponent will provide the SSC with a draft written response to any or all comments. The SSC will consider such responses prior to taking any action on a proposed document. Such response and the SSC's ultimate action on the comment and the response will be documented as a "significant comment," pursuant to the requirements of paragraph H.

G. CONSIDERATION OF UNDERSERVED

Public meetings will, to the maximum extent feasible, be scheduled in locations that are accessible by transit and paratransit services and will, in all cases, be held in buildings that are accessible to the mobility-impaired. In addition, public notices will be

advertised in newspapers that are targeted for minority, low-income, and mobility-impaired, hearing-impaired, or sight-impaired persons.

H. DISPOSITION OF COMMENTS

The documentation required for significant comments will be included as an appendix to the document that is the subject of such comments. CTPS , in consultation with the MPO agencies, will be responsible for the preparation of the documentation required for significant comments.

This process is only required for significant comments. "Significant Comment" means a comment on an issue of local, regional, statewide, or national significance, as opposed to an issue of importance to a single person or interest group. As an example, comments that allege a violation of local, state, or federal laws, rules, or policies; that allege an internal inconsistency within the document being considered; or, that allege factual inaccuracies within the document are significant. Notwithstanding this definition, the SSC can, by an affirmative vote of two or more members, classify any public comment as significant.

I. ADDITIONAL OPPORTUNITY FOR COMMENTS

If any two members of the SSC determine that the final document makes significant changes from the original draft and that such changes could not reasonably have been foreseen by interested parties, the final draft must be subjected to a new public participation process, including the provision of an additional comment period and public notice thereof. This comment period is intended to be the principal opportunity for public input on major documents, unless further significant changes result from the additional comments received during the public comment period.

In determining whether significant changes have been made, the SSC must, at a minimum, consider:

1. to what extent policies incorporated in the final document differ from those in the original draft;
2. to what extent the amount or type of funding differs between the final document and the original draft; and,
3. to what extent the final document has changed as a result of significant public comments received on the original draft.

In determining whether changes could not reasonably have been foreseen by interested parties, the SSC must, at a minimum, consider:

1. to what extent the possible occurrence of such changes was discussed at one or more public meetings; and,
2. to what extent the text of the original document provided notice that such changes could reasonably occur.

J. REVIEW OF PROCESS

On or about the first anniversary date of the adoption of the public participation process, the process will be reviewed by the SSC for its effectiveness. Thereafter, the process will be reviewed at least biennially. This review will, at a minimum, analyze the functioning and results of the process, as well as provide a 45-day period for the public to comment on any issues relating to the process.

The MPO recognizes that deficiencies exist in its traditional public outreach process, not only in reaching those persons who are underserved by the transportation system, but also in soliciting the viewpoints of members of the general public who are not represented by a constituent interest group. The MPO is committed to a continuous review of its public participation process.

K. FEDERAL REVIEW

Pursuant to federal rules, the public participation process will be reviewed by both the FHWA and the FTA during certification reviews.

L. COORDINATION WITH STATEWIDE PROCESS

Wherever possible, public comments should be solicited simultaneously on issues of regional and statewide planning. Documents which should be subjected to a coordinated review process include, but are not limited to: the State Transportation Plan, all SIP revisions, and the management systems required by ISTEA.

DEFINITIONS

As used herein, the term:

"Document" means the Unified Planning Work Program, the Transportation Plan, the Transportation Improvement Program, or a major amendment to the Transportation Improvement Program, which has been approved by the SSC for circulation.

"Conformity Determination" means a finding by the MPO that its Transportation Plan or Transportation Improvement Program complies with the requirements of the Clean Air Act as amended.

"Formal Public Meeting" means an MPO-sponsored meeting to which the public is invited, the purpose of which is to provide an open forum for the exchange of ideas and information between MPO agencies and the general public.

"Major TIP Amendment" means any amendment that deletes a project, adds a project, changes a project's scope, or changes the amount of funds programmed for a project by more than $1 million and more than 10% of programmed costs.

"Significant Comment" means a comment on an issue of local, regional, statewide, or national significance, as opposed to an issue of importance to a single person or interest group. As an example, comments that allege a violation of local, state, or federal laws, rules, or policies; that allege an internal inconsistency within the document being considered; or, that allege factual inaccuracies within the document are significant. Notwithstanding this definition, the SSC can, by a vote of two or more members, classify any public comment as significant.

"CTPS" means the Central Transportation Planning Staff, a joint technical staff that supports MPO decision-making.

"TIP" means the Transportation Improvement Program.

"JRTC" means the Joint Regional Transportation Committee and, where applicable, its subcommittees.

"MAPC" means the Metropolitan Area Planning Council and, where applicable, its sub-regions.

"MBTA Advisory Board" means the Massachusetts Bay Transportation Authority Advisory Board.

"MPO" means the Boston Metropolitan Planning Organization, consisting of the Executive Office of Transportation and Construction, the Massachusetts Highway Department, the Massachusetts Bay Transportation Authority, the MBTA Advisory Board, the Metropolitan Area Planning Council, and the Massachusetts Port Authority.

"SSC" means the Sub-Signatory Committee of the MPO, composed of representatives of each MPO agency.

APPENDIX E-2 SUMMARY OF COMMENTS

A. SUMMARY AND ANALYSIS OF COMMENTS

Section 450.316 of the FHWA/FTA metropolitan planning regulations requires that the TIP include a summary, analysis, and report on the disposition of significant written and oral comments received during the public review of the draft TIP. The MPO Public Participation Process described in Appendix E-1 generated comment letters and project request submittals from MPO communities, MAPC subregions, public agencies, state legislators, and other organizations. The vast majority of comments were from MPO member communities, and addressed the inclusion, deletion, timing, or cost of specific TIP projects. The project specific comments and their disposition, in summary form, are included at the end of Appendix E-2. The comments encompass four categories:

- Requests for project changes;
- Requests for projects not included in the MAPC August 9th, 1994 letter;
- Requests for project deletions; and
- Comments on the Central Artery/Third Harbor Tunnel

In addition to project specific comments, the MPO received a number of comments that deal with policy and process. The main themes stressed in the policy and process comments are :

- The use of the phased obligation mechanism in funding Central Artery contracts;
- A need exists to develop a process to monitor the progress of projects and funds available through the future;
- A desire to make the TIP more comprehensive, that is include all transportation projects to be constructed within the three-year time frame, regardless of funding source; and
- The need to continue a strong commitment to providing transit services

MAPC and the following five subregional organizations submitted comments: MetroWest Growth Management Committee, Minuteman Advisory Group on Interlocal Coordination, North Suburban Planning Council, South Shore Coalition, and Three Rivers Interlocal Council. The MAPC comments addressed a wide range of issues, including: Central Artery funding, local project selection, non-federal aid for transportation projects, financial accountability, air quality, and funding for transportation demand management programs. The subregional comment letters addressed concerns similar to those raised in the MAPC letter, and also contained several project-specific recommendations.

The MBTA Advisory Board's letter addressed Central Artery funding and traffic mitigation, MBTA funding, legal requirements related to the Clean Air Act and ADA, and full disclosure regarding the use of non-federal funds. The Cape Ann Transportation Authority requested correction of an error concerning the amount of federal transit funds programmed for the authority.

Several interest groups submitted letters addressing not only specific projects, but financing, programming, and policy issues as well. The Appalachian Mountain Club expressed support for the proposed North Station-South Station Rail Link. The Association for Public Transportation, Inc., referenced the Program for Mass Transportation and discussed the need for maintaining adequate transit service throughout the region. The Conservation Law Foundation (CLF) identified five principal areas of concern: the allocation of substantial amounts of Surface Transportation Program funds to the Central Artery project; financial constraint; use of the phased obligation mechanism; inadequate description of the status of Transportation Control Measures; and the air quality conformity analysis. Finally, the Environmental League of Massachusetts addressed the TIP's lack of vision and emphasis on highway projects.

A full set of the comment letters is available at the MAPC, the State Transportation Library and CTPS offices.

The Intermodal Development Sub-committee of the Joint Regional Transportation Committee (JRTC) held meetings on July 20 and August 4 to review the circulation draft, and the JRTC held a special meeting on August 10, 1994 to formulate a recommendation. The JRTC agreed to recommend endorsement of the circulation draft TIP, subject to three conditions:

1. Construction of the Central Artery be accomplished in such a way so as not to preclude construction of the proposed North Station-South Station Rail Link;

2. That there be a re-evaluation of, and response to, the MAPC August 9th letter submitting a list of projects for inclusion in the TIP; and

3. Equal treatment be provided for all TIP projects, whether highway or transit, and regardless of funding source: federal, state, or local.

Conditions 1 and 2 were fulfilled and are reflected in the August 16th, 1994 action by the SSC recommending MPO approval of the TIP. Condition 3 will be addressed by developing a new appendix for informational purposes and will not be related to TIP approval.

B. DISPOSITION OF COMMENTS

The MAPC letter of August 9th, 1994 is a compilation of community projects developed by MPO cities and towns and recommended for inclusion in the TIP. As a result of the agreement by and between MAPC and EOTC to program approximately $295 million in non-federal aid or other funds to the Boston region for these projects, MAPC, in cooperation with the MPO, will consult with local officials to identify projects that can be completed within the time frame of this TIP. It is expected that MAPC and the MPO will work to address the project-specific comments submitted by MPO cities and towns not specifically addressed in the August 9th MAPC letter, which are summarized at the conclusion of this appendix, and, where possible, program the funds necessary for implementation. Consequently, the project-specific concerns raised by MPO cities and towns are deemed to be addressed by virtue of the MAPC-EOTC agreement regarding programming of non-federal aid for the Boston region.

The MPO is committed to working in cooperation with the cities and towns, agencies and interest groups in discussing the policy questions raised and in working to refine policies to ensure comprehensive TIPs in the future.

Comment letters will undergo further review, and any that allege a violation of local, state, or federal laws, rules, or policies will receive an individual written response from the MPO Executive Secretary.

C. COMMENTS ON THE MAJOR TIP AMENDMENT

Several cities and towns commented concerning the proposed deletion or deferral of specific projects. Copies of these comments are on file at the offices of:

the Metropolitan Area Planning Council
60 Temple Place
Boston, Massachusetts 02111

APPENDIX F
OUT-YEAR NEEDS OF THE CENTRAL ARTERY/THIRD HARBOR TUNNEL FOR PROPOSED PHASED OBLIGATED CONTRACTS

This Appendix is provided for informational purposes only and does not constitute approval or disapproval by the Boston Metropolitan Planning Organization.

Funding for the Central Artery/Third Harbor Tunnel in the Fiscal Year 1995-1997 Transportation Improvement Program includes Contract #'s:

C17A2, which was advertised in FY 1994 using Bridge and NHS funds;

C12A3, C15A3 and C17A9, which will be advertised in FY 1995 using Bridge, NHS and STP funds;

C01A3, C09A1, C0B1 and C09C1, which will be advertised in FY 1995 using Interstate Construction funds;

C15A2, which will be advertised in 1996 using Bridge, NHS and STP funds;

C07D2, C09A4, C17A1 and C21B1, which will be advertised in 1996 using Interstate Construction funds; and

C15A1, which will be advertised in 1997 using NHS and STP funds.

With the exception of Contract # C17A2, the funding of which will be completed in FY 1997, all of these contracts are proposed to be phase obligated beyond the life of ISTEA (FY 1997). The following tables provide summary information concerning the out-year needs of these contracts.

Proposed Phased Obligation Begun with Non-Interstate Funds
(Assumes future match of 80%/20%)

Contracts #'s C12A3, C15A3 and C17A9, which begin in FY 1995:

	Federal	State	Total
FY '98	$74,538,000	$18,634,500	$93,172,500
FY '99	$50,703,000	$12,675,750	$63,378,750
FY '00	$27,980,0000	$ 6,995,000	$34,975,000
FY '01	$17,410,000	$ 4,352,500	$21,762,500
FY '02	$ 1,410,000	$ 352,500	$ 1,762,500

Contract # C15A2, which begins in FY 1996:

	Federal	State	Total
FY '98	$33,934,000	$ 8,483,500	$42,417,500
FY '99	$48,449,000	$12,112,250	$60,561,250
FY '00	$46,062,000	$11,515,500	$57,577,500
FY '01	$29,015,000	$ 7,253,750	$36,268,750
FY '02	$ 386,000	$ 96,500	$ 482,500

Contract # C15A1, which begins in FY 1997:

	Federal	State	Total
FY '98	$16,358,000	$ 4,089,500	$20,447,500
FY' 99	$34,451,000	$ 8,612,750	$43,063,750
FY '00	$46,897,000	$11,724,250	$58,621,250
FY '01	$55,790,000	$13,947,500	$69,737,500
FY '02	$56,303,000	$14,075,750	$70,378,750
FY '03	$44,853,000	$11,213,250	$56,066,250
FY '04	$15,494,000	$ 3,873,500	$19,367,500

Although federal direction to the states is to assume level funding of non-Interstate categories beyond the life of ISTEA, the post-ISTEA funding categories that may be used to fund all or a portion of the costs of these contracts cannot be determined at this time.

The state is currently pursuing federal legislation to authorize additional Interstate Construction funding and is also pursuing other non-federal methods of funding these costs (e.g., toll revenues from the creation of the Metropolitan Highway System) for the period beyond FY 1996.

Proposed Phased Obligation Begun with Interstate Funds
(Assumes future match of 90%/10%)

Contracts #'s C01A3, C09A1, C09B1 and C09C1, which begin in FY 1995:

	Federal	State	Total
FY '97	$147,103,200	$16,344,800	$163,448,000
FY '98	$182,957,000	$20,328,556	$203,285,556
FY' 99	$133,912,000	$14,879,111	$148,791,111
FY '00	$ 51,366,000	$ 5,707,333	$ 57,073,333
FY '01	$ 35,707,000	$ 3,967,444	$ 39,674,444
FY '02	$ 33,623,000	$ 3,735,889	$ 37,358,889
FY '03	$ 26,039,000	$ 2,893,222	$ 28,932,222
FY '04	$ 10,667,000	$ 1,185,222	$ 11,852,222

Contract #'s C07D2, C09A4, C17A1 and C21B1, which begin in FY 1996:

	Federal	State	Total
FY '97	$ 94,483,000	$10,498,111	$104,981,111
FY '98	$182,957,000	$20,328,556	$203,285,556
FY' 99	$133,912,000	$14,879,111	$148,791,111
FY '00	$ 51,366,000	$ 5,707,333	$ 57,073,333
FY '01	$ 35,707,000	$ 3,967,444	$ 39,674,444
FY '02	$ 33,623,000	$ 3,735,889	$ 37,358,889
FY '03	$ 26,039,000	$ 2,893,222	$ 28,932,222
FY '04	$ 10,667,000	$ 1,185,222	$ 11,852,222

In addition to the costs of the above contracts, if funding becomes available, the state intends to advertise Contract # C19B1 in Fiscal Year 1997. The cost of this contract is as follows:

	Federal	State	Total
FY '97	$ 29,704,000	$ 3,300,444	$ 33,004,444
FY' 98	$ 91,156,000	$10,128,444	$101,284,444
FY '99	$123,567,000	$13,729,667	$137,296,667
FY '00	$161,052,000	$17,894,667	$178,946,667
FY '01	$165,885,000	$18,431,667	$184,316,667
FY '02	$175,023,000	$19,470,000	$194,470,000
FY '03	$135,490,000	$15,054,444	$150,544,444
FY '04	$ 45,143,000	$ 5,015,889	$ 50,158,889

In addition, if funds are available, the state intends to advertise $353,024,444 worth of single-year contracts in 1997 for the Central Artery.

Project Description of Each Phased Obligation Contract

C17A2:	I-93, Central Artery, Milk St. to North St.
C12A3:	Massachusetts Avenue Interchange
C15A3:	Vent Building #4 and Parcel #7 Parking
C17A9:	I-93, Central Artery, High St. to State St.
C15A2:	I-93, Central Artery, Chardon St. to the Causeway
C15A1:	I-93, Central Artery, North St. to Chardon St.
C01A3:	South Boston Interchange
C09A1:	I-93/I-90 Interchange (North Bound)
C09B1:	Fort Point Channel Crossing
C09C1:	I-93/I-90 Interchange (South Bound)
C07D2:	Logan Airport Interchange
C09A4:	I-93/I-90 Interchange (I-93 North Bound)
C17A1:	I-93, Central Artery, Congress St. to High St.
C21B1:	Materials Processing System
C19B1:	I-93 Viaduct north of the Charles River

APPENDIX G THE MBTA CAPITAL PROGRAM

This Appendix is provided for informational purposes only and does not constitute a commitment by the MPO or any member agency. The Appendix is based upon the MBTA's Capital Spending Plan as it existed on February 16, 1995, and such plan is subject to change without further MPO action or notification.

During the approval process for the 1995-1997 Transportation Improvement Program for the Boston Metropolitan Area, the Joint Regional Transportation Committee requested the MPO to include in the TIP a listing of all MBTA capital projects planned for implementation during the period of the TIP, regardless of funding source. This Appendix represents the MPO's first effort to comply with this request.

Although this Appendix is formatted in a manner similar to the project listings of the TIP, it differs from the TIP in several ways:

- There is no reference to Project Identification Numbers, which are primarily a tracking device for highway projects. Instead the projects are arranged by type: Infrastructure Investment; ADA/Accessibility Improvements; and Clean Air Act or C/AT Mitigation;

- The project funds referenced in the TIP relate to commitment levels, while the funds referenced in this Appendix are based on a cash-flow analysis. Thus, the funds listed for a project in the Appendix may differ from the funds programmed for the same project in the TIP; and

- The projects included in the Appendix often extend for a longer duration than the 3-year period of the TIP. Therefore, the total amount of funds listed in the Appendix for a project may not equal the total project costs referenced in the project description.

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

BUS PROGRAM — **BUS REHABILITATION** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 5,600,000
Total Funds Programmed:	$ 5,600,000

Description: These funds represent the FY 1995 expenditure for the rehabilitation of 580 buses. The total cost of this project is $57.5 million, of which: $14.7 million will be spent in FY 1996 (see page G-20) and $16.7 million will be spent in FY 1997 (see page G-39).

BUS PROGRAM — **FUEL CONTROL** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 100,000
Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1995 expenditure for the purchase of a Fuel Control Automation System. The total cost of this project is $1.7 million. The remaining $1.6 million will be spent in FY 1996 (see page G-20).

BUS PROGRAM — **FACILITIES REHABILITATION** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 1,000,000
Total Funds Programmed:	$ 1,000,000

Description: These funds represent the FY 1995 expenditure for the rehabilitation of various bus facilities. The total cost of this project is $8.3 million, of which: $2.9 million will be spent in FY 1996 (see page G-20) and $3.4 million will be spent in FY 1997 (see page G-39).

RED LINE — **VEHICLE PURCHASE** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$44,400,000
Total Funds Programmed:	$44,400,000

Description: These funds represent the FY 1995 expenditure for the purchase of 86 new No. 3 Red Line Cars. The total cost of this project is $160.8 million of which: $29.9 million will be spent in FY 1996 (see page G-21) .

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

RED LINE	VEHICLE RETROFITTING	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,200,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,200,000

Description: These funds represent the FY 1995 expenditure for the cost of retrofitting No. 1 & 2 Red Line Cars. The total cost of this project is $4.1 million. The remaining $1.9 million will be spent in FY 1996 (see page G-21).

RED LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,200,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,200,000

Description: These funds represent the FY 1995 expenditure for the cost of improvements to the track, power, signals, and communication systems of the Red Line. The total cost of this project is $47.0 million, of which: $4.0 million will be spent in FY 1996 (see page G-31) and $1.2 million will be spent in FY 1997 (see page G-40).

GREEN LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,800,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,800,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various station improvements. The total cost of this project is $19.4 million, of which: $4.1 million will be spent in FY 1996 (see page G-22) and $1.0 million will be spent in FY 1997 (see page G-40).

NON-FEDERAL-AID

GREEN LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,000,000
Project Stage:	Implementation	Total Funds Programmed:	$ 3,000,000

Description: These funds represent the FY 1995 expenditure for the cost of improving various Green Line Cars. The total cost of this project is $33.3 million, of which: $7.9 million will be spent in FY 1996 (see page G-22) and $22.5 million will be spent in FY 1997 (see page G-40).

ORANGE LINE	STATION REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 200,000
Project Stage:	Construction	Total Funds Programmed:	$ 200,000

Description: These funds represent the FY 1995 expenditure for the cost of rehabilitating Dudley Station. The total budget for this project is $25.0 million.

ORANGE LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,400,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,400,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various improvements on Orange Line Cars. The total cost of this project is $2.2 million. The remaining $800,000 will be spent in FY 1996 (see page G-23).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

ORANGE LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 100,000
Project Stage:	Construction	Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing various station improvements. The total cost of this project is $1.6 million, of which: $400,000 will be spent in FY 1996 (see page G-23) and $700,000 will be spent in FY 1997 (see page G-41).

BLUE LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,000,000
Project Stage:	Implementation	Total Funds Programmed:	$ 3,000,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various improvements to Blue Line Cars. The total cost of this project is $4.0 million, of which: $900,000 will be spent in FY 1996 (see page G-23).

BLUE LINE	TRACK, POWER, BRIDGES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 700,000
Project Stage:	Construction	Total Funds Programmed:	$ 700,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing various improvements to the track, power system, and bridges of the Blue Line. The total cost of this project is $7.7 million, of which: $2.6 million will be spent in FY 1996 (see page G-24) and $2.6 million will be spent in FY 1997 (see page G-41).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

COMMUTER RAIL	VEHICLE PURCHASE	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,900,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,900,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing new coaches and locomotives. The total cost of this project is $276.7 million, of which: $19.5 million will be spent in FY 1996 (see page G-24) and $49.1 million will be spent in FY 1997 (see page G-41).

COMMUTER RAIL	EVENT RECORDERS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 700,000
Project Stage:	Implementation	Total Funds Programmed:	$ 700,000

Description: These funds are for the purchase and installation of event recorders as required by the Federal Railroad Administration.

COMMUTER RAIL	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$16,500,000
Project Stage:	Construction	Total Funds Programmed:	$16,500,000

Description: These funds represent the FY 1995 expenditure for the cost of rehabilitating commuter rail track, power, and signal systems. The total cost of this project is $39.1 million, of which: $15.3 million will be spent in FY 1996 (see page G-24) and $4.7 million will be spent in FY 1997 (see page G-42).

COMMUTER BOAT	TERMINAL IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 100,000
Project Stage:	Construction	Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing various improvements to the Hingham terminal. The total cost of this project is $2.5 million.

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

SYSTEMWIDE	FARE COLLECTION EQUIPMENT	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 5,300,000
Project Stage:	Implementation	Total Funds Programmed:	$ 5,300,000

Description: These funds represent the FY 1995 expenditure for the cos purchasing nev fare collection equipment for the subway lines. The total cost of this project is $100 million, of which: $17.3 million will be spent in FY 1996 (see page G-25) and $26.5 million will be spent in FY 1997 (see page G-42).

SYSTEMWIDE	NOISE MITIGATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,100,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,100,000

Description: These f s represent the FY 1995 expenditure for the cost of performing noise mitigation. The total cost of this project is $10.0 million, of which: $2.0 million will be spent in FY 1996 (see page G-25) and $2.0 million will be spent in FY 1997 (see page G-43).

SYSTEMWIDE	POLICE HEADQUARTERS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 5,600,000
Project Stage:	Construction	Total Funds Programmed:	$ 5,600,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing a new MBTA Police Headquarters. The total cost of this project is 10.0 million, of which $3.0 million will be spent in FY 1996 (see page G-26).

SYSTEMWIDE	COMBUSTION GENERATOR	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 8,100,000
Project Stage:	Implementation	Total Funds Programmed:	$ 8,100,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing a combustion turbine generator. The total cost of this project is $18.6 million.

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

SYSTEMWIDE	INFORMATION SYSTEMS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 4,200,000
Project Stage:	Implementation	Total Funds Programmed: $ 4,200,000

Description: These funds represent the FY 1995 expenditure for the cost of upgrading the MBTA's information system. The total cost of this project is $36.1 million, of which: $5.2 million will be spent in FY 1996 (see page G-26) and $700,000 will be spent in FY 1997 (see page G-43).

SYSTEMWIDE	INTERAGENCY AGREEMENTS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,800,000
Project Stage:	Implementation	Total Funds Programmed: $ 1,800,000

Description: These funds represent the FY 1995 expenditure for the cost of implementing various interagency agreements. The total cost of this project is $6.0 million, of which: $1.1 million will be spent in FY 1996 (see page G-26) and $900,000 will be spent in FY 1997 (see page G-44).

SYSTEMWIDE	ENVIRONMENTAL REMEDIATION	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 300,000
Project Stage:	Implementation	Total Funds Programmed: $ 300,000

Description: These funds represent the FY 1995 expenditure for the cost of performing environmental remediation . The total cost of this project is $3.3 million, of which: $1.8 million will be spent in FY 1996 (see page G-27) and $1.2 million will be spent in FY 1997 (see page G-44).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

SYSTEMWIDE	PLANNING & DEVELOPMENT	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,800,000
Project Stage:	Implementation	Total Funds Programmed: $ 1,800,000

Description: These funds represent the FY 1995 expenditure for the cost of planning & development. The total cost of this project is $4.0 million, of which: $700,000 will be spent in FY 1996 (see page G-27) and $500,000 will be spent in FY 1997 (see page G-44).

SYSTEMWIDE	PLANT IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 8,300,000
Project Stage:	Construction	Total Funds Programmed: $ 8,300,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing systemwide plant improvements. The total cost of this project is $22.4 million, of which: $3.7 million will be spent in FY 1996 (see page G-27) and $3.5 million will be spent in FY 1997 (see page G-45).

GREEN LINE	PURCHASE OF LOW-FLOOR CARS	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 4,500,000
Project Stage:	Implementation	Total Funds Programmed: $ 4,500,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing low-floor cars for use on the Green Line. The total cost of this project is $319.5 million, of which: $16.4 million will be spent in FY 1996 (see page G-28) and $36.7 million will be spent in FY 1997 (see page G-45).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

PARATRANSIT — **PURCHASE VEHICLES** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 700,000
Total Funds Programmed:	$ 700,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing paratransit vans. The total cost of this project is $3.8 million, of which: $700,000 will be spent in FY 1996 (see page G-28) and $1.4 million will be spent in FY 1997 (see page G-46).

PARATRANSIT — **PURCHASE A COMPUTER SYSTEM** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 500,000
Total Funds Programmed:	$ 500,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing a computer system for the scheduling and monitoring of paratransit services. The total cost of this project is $1.2 million. The remaining $700,000 will be spent in FY 1996 (see page G-28).

COMMUTER RAIL — **SERVICE EXTENSION** — **TYPE: CLEAN AIR ACT OR CA/T MITIGATION**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 4,800,000
Total Funds Programmed:	$ 4,800,000

Description: These funds represent the FY 1995 expenditure for the cost of extending commuter rail service to Worcester. The total cost of this project is $80.0 million, of which: $23.2 million will be spent in FY 1996 (see page G-29) and $48.4 million will be spent in FY 1997 (see page G-47).

COMMUTER RAIL — **SERVICE EXTENSION** — **TYPE: CLEAN AIR ACT OR CA/T MITIGATION**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 1,700,000
Total Funds Programmed:	$ 1,700,000

Description: These funds represent the FY 1995 expenditure for the cost of extending commuter rail service to Newburyport. The total cost of this project is $8.3 million, of which $800,000 will be spent in FY 1996 (see page G-30).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

NON-FEDERAL-AID

COMMUTER RAIL	NORTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 9,700,000
Project Stage:	Construction	Total Funds Programmed:	$ 9,700,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing improvements to North Station. The total cost of this project is $290.4 million, of which: $14.9 million will be spent in FY 1996 (see page G-30) and $32.1 million will be spent in FY 1997 (see page G-47).

TRANSIT	WASHINGTON ST.	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 300,000
Project Stage:	Construction	Total Funds Programmed:	$ 300,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing replacement rapid transit service for Washington Street. The total cost of this project is $41.8 million, of which: $5.2 million will be spent in FY 1996 (see page G-30) and $9.0 million will be spent in FY 1997 (see page G-47).

COMMUTER RAIL	SERVICE EXTENSION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 300,000
Project Stage:	Planning	Total Funds Programmed:	$ 300,000

Description: These funds represent the FY 1995 expenditure for the cost of planning for the extension of commuter rail service to New Bedford/Fall River. The total cost of this project is $1.3 million, of which: $600,000 will be spent in FY 1996 (see page G-33) and $400,000 will be spent in FY 1997 (see page G-51).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

RED LINE	FLYOVER & BRIDGES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 800,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$16,600,000
Project Stage:	Construction	Total Funds Programmed:	$17,400,000

Description: These funds represent the FY 1995 expenditure for the cost of reconstructing the Savin Hill Flyover and the Anderson Bridges. The total cost of this project is $26.0 million, of which $4.3 million will be spent in FY 1996 (see page G-31).

RED LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,300,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,100,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,400,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various station improvements. The total cost of this project is $60.2 million, of which $100,000 will be spent in FY 1996 (see page G-21).

RED LINE	FACILITY IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,800,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,700,000
Project Stage:	Construction	Total Funds Programmed:	$ 5,500,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various facility improvements. The total cost of this project is $11.8 million, of which: $3.9 million will be spent in FY 1996 (see page G-22) and $2.0 million will be spent in FY 1997 (see page G-39).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

GREEN LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,600,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 4,000,000
Project Stage:	Implementation	Total Funds Programmed:	$ 5,600,000

Description: These funds represent the FY 1995 expenditure for the cost of improvements to the track, power, signals, and communications system of the Green Line. The total cost of this project is $16.3 million, of which: $5.7 million will be spent in FY 1996 (see page G-31) and $4.1 million will be spent in FY 1997 (see page G-48).

GREEN LINE	TUNNEL VENT SHAFTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 240,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 60,000
Project Stage:	Implementation	Total Funds Programmed:	$ 300,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing tunnel vent shafts for the Green Line. The total cost of this project is $4.4 million of which: $ 1.8 million will be spent in FY 1996 (see page G-32) and $1.7 million will be spent in FY 1997 (see page G-48).

GREEN LINE	YARD IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$13,200,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 4,400,000
Project Stage:	Construction	Total Funds Programmed:	$17,600,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing various improvements to the Riverside Yard. The total cost of this project is $40.0 million, of which: $3.1 million will be spent in FY 1996 (see page G-32) and $200,000 will be spent in FY 1997 (see page G-48).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

ORANGE LINE	FACILITY IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,200,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 4,500,000
Project Stage:	Construction	Total Funds Programmed:	$ 5,700,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing facility improvements. The total cost of this project is $8.4 million.

BLUE LINE	SIGNALIZATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 320,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 580,000
Project Stage:	Implementation	Total Funds Programmed:	$ 900,000

Description: These funds represent the FY 1995 expenditure for the cost of upgrading signalization of the Blue Line . The total cost of this project is $7.1 million.

COMMUTER RAIL	VEHICLE REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 660,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 440,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,100,000

Description: These funds represent the FY 1995 expenditure for the cost of rehabilitating commuter rail vehicles. The total cost of this project is $69.5 million, of which: $7.7 million will be spent in FY 1996 (see page G-32) and $16.1 million will be spent in FY 1997 (see page G-49).

SYSTEMWIDE	ELECTRONIC FAREBOXES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,800,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 400,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,200,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing electronic fareboxes for use on buses and the Green Line. The total cost of this project is $37.5 million, of which $100,000 will be spent in FY 1996 (see page G-33).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

SYSTEMWIDE	FACILITY MODERNIZATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 7,200,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,500,000
Project Stage:	Construction	Total Funds Programmed:	$10,700,000

Description: These funds represent the FY 1995 expenditure for the cost of modernizing the Operations Control Center. The total cost of this project is $59.1 million, of which: $13.3 million will be spent in FY 1996 (see page G-33) and $8.2 million will be spent in FY 1997 (see page G-49).

SYSTEMWIDE	BRIDGE PROGRAM	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 320,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,880,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,200,000

Description: These funds represent the FY 1995 expenditure for the cost of reconstructing various MBTA bridges. The total cost of this project is $23.1 million, of which: $5.5 million will be spent in FY 1996 (see page G-25) and $6.7 million in FY 1997 (see page G-42).

SYSTEMWIDE	POWER & SIGNAL	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,360,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 7,740,000
Project Stage:	Implementation	Total Funds Programmed:	$ 9,100,000

Description: These funds represent the FY 1995 expenditure for the cost of performing various power and signal improvements. The total cost of this project is $35.6 million, of which: $10.0 million will be spent in FY 1996 (see page G-33) and $1.7 million will be spent in FY 1997 (see page G-43).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

SYSTEMWIDE	TUNNEL REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 600,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,100,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,700,000

Description: These funds represent the FY 1995 expenditure for the cost of rehabilitating various MBTA tunnels. The total cost of this project is $7.2 million, of which: $2.3 million will be spent in FY 1996 (see page G-34) and $2.2 million will be spent in FY 1997 (see page G-49).

SYSTEMWIDE	NON-REVENUE EQUIPMENT	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 600,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,700,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,300,000

Description: These funds represent the FY 1995 expenditure for the cost of purchasing non-revenue equipment. The total cost of this project is $5.3 million, of which $2.9 million will be spent in FY 1996 (see page G-34).

GREEN LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 720,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 180,000
Project Stage:	Implementation	Total Funds Programmed:	$ 900,000

Description: These funds represent the FY 1995 expenditure for the cost of various Green Line accessibility improvements The total cost of this project is $1.1 million. The remaining $200,000 will be spent in FY 1996 (see page G-34).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

ORANGE LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,440,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 960,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,400,000

Description: These funds represent the FY 1995 expenditure for the cost of various Orange Line accessibility improvements The total cost of this project is $36.2 million., of which: $10.7 million will be spent in FY 1996 (see page G-35). and $8.7 million will be spent in FY 1[illegible] (see page G-50).

D LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 80,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 20,000
Project Stage:	Implementation	Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1995 expenditure for the cost of various Red Line accessibility improvements The total cost of this project is $10.6 million, of which: $3.7 million will be spent in FY 1996 (see page G-35) and $2.1 million will be spent in FY 1997 (see page G-50).

COMMUTER RAIL	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ [illegible],000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 760,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,000,000

Description: These funds represent the FY 1995 expenditure for the cost of various Commuter Rail accessibility improvements The total cost of this project is $3.5 million, of which: $1.6 million will be spent in FY 1996 (see page G-35) and $100,000 will be spent in FY 1997 (see page G-45).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

SYSTEMWIDE	ADA KEY STATION PLANS	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 2,560,000
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,940,000
Project Stage:	Implementation	Total Funds Programmed: $ 4,500,000

Description: These funds represent the FY 1995 expenditure for the cost of complying with ADA Key Station Plans. The total cost of this project is $211.3 million, of which: $ 6.6 million will be spent in FY 1996 (see page G-29) and $10.0 million will be spent in FY 1997 (see page G-46).

COMMUTER RAIL	SOUTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION
Recipient Agency:	MBTA	Federal Funds Programmed: $ 480,000
Implementing Agency:	MBTA	State/Local Funds Programmed: $30,120,000
Project Stage:	Construction	Total Funds Programmed: $30,600,000

Description: These funds represent the FY 1995 expenditure for the cost of constructing the South Station Transportation Center. The total cost of this project is $107.5 million, of which: $17.1 million will be spent in FY 1996 (see page G-29) and $1.1 million will be spent in FY 1997 (see page G-46).

BLUE LINE	MODERNIZATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION
Recipient Agency:	MBTA	Federal Funds Programmed: $17,280,000
Implementing Agency:	MBTA	State/Local Funds Programmed: $29,920,000
Project Stage:	Implementation	Total Funds Programmed: $47,200,000

Description: These funds represent the FY 1995 expenditure for the cost of modernizing the blue line, including purchasing new Blue Line Cars. The total cost of this project is $466.8 million, of which: $49.5 million will be spent in FY 1996 (see page G-36) and $94.0 million will be spent in FY 1997 (see page G-50).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (PROGRAMMED IN TIP)

BUS PROGRAM	PURCHASE VEHICLES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Implementation	Total Funds Programmed:	$51,500,000

Description: These funds represent the FY 1995 expenditure for the cost of the purchase of 400 new buses. The total cost of this project is $102.0 million, of which: $19.1 million will be spent in FY 1996 (see page G-37) and $30.8 million will be spent in FY 1997 (see page G-52). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 4-16 of the TIP).

COMMUTER RAIL	BOSTON ENGINE TERMINAL	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Implementation	Total Funds Programmed:	$25,600,000

Description: These funds represent the FY 1995 expenditure for the cost of reconstructing the commuter rail maintenance facility. The total cost of this project is $278.0 million, of which: $73.3 million will be spent in FY 1996 (see page G-37) and $62.7 million will be spent in FY 1997 (see page G-52). A portion of the costs of this project will be funded with FTA Section 9 funds (see pages 4-15, 5-14, and 6-12 of the TIP).

COMMUTER RAIL	TRACK & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Construction	Total Funds Programmed:	$ 3,300,000

Description: These funds represent the FY 1995 expenditure for the costs of improvements to the track and signals at the South Bay Facility. The total cost of this project is $56.6 million, of which: $9.6 million will be spent in FY 1996 (see page G-37) and $10.5 million will be spent in FY 1997 (see page G-52). A portion of the of this project will be funded with FTA Section 9 funds (see page 5-14 of the TIP).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1995

FEDERAL-AID (PROGRAMMED IN TIP)

COMMUTER RAIL — **CANTON VIADUCT** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency:	MBTA
Implementing Agency:	MBTA
Project Stage:	Construction

Federal Funds Programmed:	See Tip
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$ 300,000

Description: These funds represent the FY 1995 expenditure for the cost of improvements to the Canton viaduct necessary to support high-speed-rail service. The total cost of this project is $7.7 million, of which: $3.9 million will be spent in FY 1996 (see page G-38) and $3.0 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 50-14 of the TIP).

COMMUTER RAIL — **OLD COLONY** — **TYPE: CLEAN AIR ACT OR C/AT MITIGATION**

Recipient Agency:	MBTA
Implementing Agency:	MBTA
Project Stage:	Construction

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$110,800,000

Description: These funds represent the FY 1995 expenditure for the cost of restoring service on the Old Colony Commuter Rail Line. The total cost of this project is $480.0 million, of which: $156.3 million will be spent in FY 1996 (see page G-38) and $118.6 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with Federal-Aid (see pages 4-5, 4-7, 4-15, 5-4, 5-5, 5-13, 6-4, and 6-11 of the TIP).

TRANSIT — **TRANSITWAY** — **TYPE: CLEAN AIR ACT OR C/AT MITIGATION**

Recipient Agency:	MBTA
Implementing Agency:	MBTA
Project Stage:	Implementation

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$14,000,000

Description: These funds represent the FY 1995 expenditure for the cost of the development of a new transit link between South Station and the South Boston Piers area. The total cost of this project is $413.4 million, of which: $89.4 million will be spent in FY 1996 (see page G-38) and $100.6 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with FTA Section 3 funds (see pages 4-15, 5-14, and 6-11 of the TIP).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

BUS PROGRAM	BUS REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$14,700,000
Project Stage:	Implementation	Total Funds Programmed:	$14,700,000

Description: These funds represent the FY 1996 expenditure for the rehabilitation of 580 buses. The total cost of this project is $57.5 million, of which: $5.6 million will be spent in FY 1995 (see page G-1) and $16.7 million will be spent in FY 1997 (see page G-39).

BUS PROGRAM	FUEL CONTROL	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,600,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,600,000

Description: These funds represent the FY 1996 expenditure for the purchase of a Fuel Control Automation System. The total cost of this project is $1.7 million. The first $100,000 will be spent in FY 1995 (see page G-1).

BUS PROGRAM	FACILITIES REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,000,000
Project Stage:	Construction	Total Funds Programmed:	00,000

Description: These funds represent the FY 1996 expenditure for the rehabilitation of various bus facilities. The total cost of this project is $8.3 million, of which: $1.0 million will be spent in FY 1995 (see page G-1) and $3.4 million will be spent in FY 1997 (see page G-39).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

RED LINE	VEHICLE PURCHASE	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$29,900,000
Project Stage:	Implementation	Total Funds Programmed:	$29,900,000

Description: These funds represent the FY 1996 expenditure for the purchase of 86 new No. 3 Red Line Cars. The total cost of this project is $160.8 million of which: $44.4 million will be spent in FY 1995 (see page G-1) .

RED LINE	VEHICLE RETROFITTING	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,900,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,900,000

Description: These funds represent the FY 1996 expenditure for the cost of retrofitting No. 1 & 2 Red Line Cars. The total cost of this project is $4.1 million. The other $2.2 million will be spent in FY 1995 (see page G-2).

RED LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 100,000
Project Stage:	Construction	Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various station improvements. The total cost of this project is $60.2 million, of which $2.4 million will be spent in FY 1995 (see page G-2).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

RED LINE	FACILITY IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,900,000
Project Stage:	Construction	Total Funds Programmed:	$ 3,900,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various facility improvements. The total cost of this project is $11.8 million, of which: $5.5 million will be spent in FY 1995 (see page G-11) and $2.0 million will be spent in FY 1997 (see page G-39).

GREEN LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 4,100,000
Project Stage:	Construction	Total Funds Programmed:	$ 4,100,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various station improvements. The total cost of this project is $19.4 million, of which: $2.8 million will be spent in FY 1995 (see page G-2) and $1.0 million will be spent in FY 1997 (see page G-40).

REEN LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 7,900,000
Project Stage:	Implementation	Total Funds Programmed:	$ 7,900,000

Description: These funds represent the FY 1996 expenditure for the cost of improving various Green Line Cars. The total cost of this project is $33.3 million, of which: $3.0 million will be spent in FY 1995 (see page G-3) and $22.5 million will be spent in FY 1997 (see page G-40).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

ORANGE LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT		
Recipient Agency:	MBTA	Federal Funds Programmed:	$	0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$	800,000
Project Stage:	Implementation	Total Funds Programmed:	$	800,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various improvements on Orange Line Cars. The total cost of this project is $2.2 million. The other $1.4 million will be spent in FY 1995 (see page G-3).

ORANGE LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT		
Recipient Agency:	MBTA	Federal Funds Programmed:	$	0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$	400,000
Project Stage:	Construction	Total Funds Programmed:	$	400,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing various station improvements. The total cost of this project is $1.6 million, of which: $100,000 will be spent in FY 1995 (see page G-4) and $700,000 will be spent in FY 1997 (see page G-41).

BLUE LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT		
Recipient Agency:	MBTA	Federal Funds Programmed:	$	0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$	900,000
Project Stage:	Implementation	Total Funds Programmed:	$	900,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various improvements to Blue Line Cars. The total cost of this project is $4.0 million, of which: $3.0 million will be spent in FY 1995 (see page G-4).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

BLUE LINE	TRACK, POWER, BRIDGES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,600,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,600,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing various improvements to the track, power system, and bridges of the Blue Line. The total cost of this project is $7.7 million, of which: $700,000 will be spent in FY 1995 (see page G-4) and $2.6 million will be spent in FY 1997 (see page G-41).

COMMUTER RAIL	VEHICLE PURCHASE	TYPE: INFRASTRUCTURE INVEST	T
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$19,500,000
Project Stage:	Implementation	Total Funds Programmed:	$19,500,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing new co es and locomotives. The total cost of this project is $276.7 million, of which: $2.9 m ion will be spent in FY 1995 (see page G-5) and $49.1 million will be spent in FY 1997 (see page G-41).

COMMUTER RAIL	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMEN T	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$15,300,000
Project Stage:	Construction	Total Funds Programmed:	$15,300,000

Description: These funds represent the FY 1996 expenditure for the cost of rehabilitating commuter rail track, power, and signal systems. The total cost of this project is $39.1 million, of which: $16.5 million will be spent in FY 1995 (see page G-5) and $4.7 million will be spent in FY 1997 (see page G-42).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

SYSTEMWIDE	FARE COLLECTION EQUIPMENT	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $17,300,000
Project Stage:	Implementation	Total Funds Programmed: $17,300,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing new fare collection equipment for the subway lines. The total cost of this project is $100 million, of which: $5.3 million will be spent in FY 1995 (see page G-6) and $26.5 million will be spent in FY 1997 (see page G-42).

SYSTEMWIDE	BRIDGE PROGRAM	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 5,500,000
Project Stage:	Construction	Total Funds Programmed: $ 5,500,000

Description: These funds represent the FY 1996 expenditure for the cost of reconstructing various MBTA bridges. The total cost of this project is $23.1 million, of which: $2.2 million will be spent in FY 1995 (see page G-14) and $6.7 million in FY 1997 (see page G-42).

SYSTEMWIDE	NOISE MITIGATION	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 2,000,000
Project Stage:	Implementation	Total Funds Programmed: $ 2,000,000

Description: These funds represent the FY 1996 expenditure for the cost of performing noise mitigation. The total cost of this project is $10.0 million, of which: $2.1 million will be spent in FY 1995 (see page G-6) and $2.0 million will be spent in FY 1997 (see page G-43).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

SYSTEMWIDE	POLICE HEADQUARTERS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,000,000
Project Stage:	Construction	Total Funds Programmed:	$ 3,000,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing a new MBTA Police Headquarters. The total cost of this project is 10.0 million, of which $5.6 million will be spent in FY 1995 (see page G-6).

SYSTEMWIDE	INFORMATION SYSTEMS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 5,200,000
Project Stage:	Implementation	Total Funds Programmed:	$ 5,200,000

Description: These funds represent the FY 1996 expenditure for the cost of upgrading the MBTA's information system. The total cost of this project is $36.1 million, of which: $4.2 million will be spent in FY 1995 (see page G-7) and $700,000 will be spent in FY 1997 (see page G-43.

SYSTEMWIDE	INTERAGENCY AGREEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,100,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,100,000

Description: These funds represent the FY 1996 expenditure for the cost of implementing various interagency agreements. The total cost of this project is $6.0 million, of which: $1.8 million will be spent in FY 1995 (see page G-7) and $900,000 will be spent in FY 1997 (see page G-44).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

SYSTEMWIDE — ENVIRONMENTAL REMEDIATION — TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,800,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,800,000

Description: These funds represent the FY 1996 expenditure for the cost of performing environmental remediation . The total cost of this project is $3.3 million, of which: $300,000 will be spent in FY 1995 (see page G-7) and $1.2 million will be spent in FY 1997 (see page G-44).

SYSTEMWIDE — PLANNING & DEVELOPMENT — TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 700,000
Project Stage:	Implementation	Total Funds Programmed:	$ 700,000

Description: These funds represent the FY 1996 expenditure for the cost of planning & development. The total cost of this project is $4.0 million, of which: $1.8 million will be spent in FY 1995 (see page G-8) and $500,000 will be spent in FY 1997 (see page G-44).

SYSTEMWIDE — PLANT IMPROVEMENTS — TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,700,000
Project Stage:	Construction	Total Funds Programmed:	$ 3,700,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing systemwide plant improvements. The total cost of this project is $22.4 million, of which: $8.3 million will be spent in FY 1995 (see page G-8) and $3.5 million will be spent in FY 1997 (see page G-45).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

GREEN LINE	PURCHASE OF LOW-FLOOR CARS	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $16,400,000
Project Stage:	Implementation	Total Funds Programmed: $16,400,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing low-floor cars for use on the Green Line. The total cost of this project is $319.5 million, of which: $4.5 million will be spent in FY 1995 (see page G-8) and $36.7 million will be spent in FY 1997 (see page G-45).

PARATRANSIT	PURCHASE VEHICLES	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 700,000
Project Stage:	Implementation	Total Funds Programmed: $ 700,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing paratransit vans. The total cost of this project is $3.8 million, of which: $700,000 will be spent in FY 1995 (see page G-9) and $1.4 million will be spent in FY 1997 (see page G-46).

PARATRANSIT	PURCHASE A COMPUTER SYSTEM	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 700,000
Project Stage:	Implementation	Total Funds Programmed: $ 700,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing a computer system for the scheduling and monitoring of paratransit services. The total cost of this project is $1.2 million. The other $500,000 will be spent in FY 1995 (see page G-9).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

SYSTEMWIDE	ADA KEY STATION PLANS	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 6,600,000
Project Stage:	Implementation	Total Funds Programmed: $ 6,600,000

Description: These funds represent the FY 1996 expenditure for the cost of complying with ADA Key Station Plans. The total cost of this project is $211.3 million, of which: $ 4.5 million will be spent in FY 1995 (see page G-17) and $10.0 million will be spent in FY 1997 (see page G-46).

COMMUTER RAIL	SOUTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $17,100,000
Project Stage:	Construction	Total Funds Programmed: $17,100,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing the South Station Transportation Center. The total cost of this project is $107.5 million, of which: $30.6 million will be spent in FY 1995 (see page G-17) and $1.1 million will be spent in FY 1997 (see page G-46).

COMMUTER RAIL	SERVICE EXTENSION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $23,200,000
Project Stage:	Implementation	Total Funds Programmed: $23,200,000

Description: These funds represent the FY 1996 expenditure for the cost of extending commuter rail service to Worcester. The total cost of this project is $80.0 million, of which: $4.8 million will be spent in FY 1995 (see page G-9) and $48.4 million will be spent in FY 1997 (see page G-47).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

NON-FEDERAL-AID

COMMUTER RAIL	SERVICE EXTENSION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$	0
State/Local Funds Programmed:	$	800,000
Total Funds Programmed:	$	800,000

Description: These funds represent the FY 1996 expenditure for the cost of extending commuter rail service to Newburyport. The total cost of this project is $8.3 million, of which $1.7 million will be spent in FY 1995 (see page G-9).

COMMUTER RAIL	NORTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$	0
State/Local Funds Programmed:	$	14,900,000
Total Funds Programmed:	$	14,900,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing improvements to North Station. The total cost of this project is $290.4 million, of which: $9.7 million will be spent in FY 1995 (see page G-10) and $32.1 million will be spent in FY 1997 (see page G-47).

TRANSIT	WASHINGTON ST.	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$	0
State/Local Funds Programmed:	$	5,200,000
Total Funds Programmed:	$	5,200,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing replacement rapid transit service for Washington Street. The total cost of this project is $41.8 million, of which: $300,000 will be spent in FY 1995 (see page G-10) and $9.0 million will be spent in FY 1997 (see page G-47).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

RED LINE	FLYOVER & BRIDGES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 160,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 4,140,000
Project Stage:	Construction	Total Funds Programmed:	$ 4,300,000

Description: These funds represent the FY 1996 expenditure for the cost of reconstructing the Savin Hill Flyover and the Anderson Bridges. The total cost of this project is $26.0 million, of which $17.4 million will be spent in FY 1995 (see page G-11).

RED LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 2,560,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,440,000
Project Stage:	Implementation	Total Funds Programmed:	$ 4,000,000

Description: These funds represent the FY 1996 expenditure for the cost of improvements to the track, power, signals, and communication systems of the Red Line. The total cost of this project is $47.0 million, of which: $2.2 million will be spent in FY 1995 (see page G-2) and $1.2 million will be spent in FY 1997 (see page G-40).

GREEN LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 2,137,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,563,000
Project Stage:	Implementation	Total Funds Programmed:	$ 5,700,000

Description: These funds represent the FY 1995 expenditure for the cost of improvements to the track, power, signals, and communications system of the Green Line. The total cost of this project is $16.3 million, of which: $5.6 million will be spent in FY 1995 (see page G-12) and $4.1 million will be spent in FY 1997 (see page G-48).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

GREEN LINE	TUNNEL VENT SHAFTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,4[illegible]00
Implementing Agency:	MBTA	State/Local Funds Programmed:	[illegible]00
Project Stage:	Implementation	Total Funds Programmed:	$ 1,800,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing tunnel vent shafts for the Green Line. The total cost of this project is $4.4 million, of which: $300,000 will be spent in FY 1995 (see page G-12) and $1.7 million will be spent in FY 1997 (see page G-48).

GREEN LINE	YARD IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 2,325,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 775,000
Project Stage:	Construction	Total Funds Programmed:	$ 3,100,000

Description: These funds represent the FY 1996 expenditure for the cost of constructing various improvements to the Riverside Yard. The total cost of this project is $40.0 million, of which: $17.6 million will be spent in FY 1995 (see page G-12) and $200,000 will be spent in FY 1997 (see page G-48).

COMMUTER RAIL	VEHICLE REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 3,440,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,560,000
Project Stage:	Implementation	Total Funds Programmed:	$ 7,700,000

Description: These funds represent the FY 1996 expenditure for the cost of rehabilitating commuter rail vehicles. The total cost of this project is $69.5 million, of which: $1.1 million will be spent in FY 1995 (see page G-13) and $16.1 million will be spent in FY 1997 (see page G-49).

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

SYSTEMWIDE	ELECTRONIC FAREBOXES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 80,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 20,000
Project Stage:	Implementation	Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing electronic fareboxes for use on buses and the Green Line. The total cost of this project is $37.5 million, of which $2.2 million will be spent in FY 1995 (see page G-13).

SYSTEMWIDE	FACILITY MODERNIZATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 7,760,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 5,540,000
Project Stage:	Construction	Total Funds Programmed:	$13,300,000

Description: These funds represent the FY 1996 expenditure for the cost of modernizing the Operations Control Center. The total cost of this project is $59.1 million, of which: $10.7 million will be spent in FY 1995 (see page G-14) and $8.2 million will be spent in FY 1997 (see page G-49).

SYSTEMWIDE	POWER & SIGNAL	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,120,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 8,880,000
Project Stage:	Implementation	Total Funds Programmed:	$ 10,00,000

Description: These funds represent the FY 1996 expenditure for the cost of performing various power and signal improvements. The total cost of this project is $35.6 million, of which: $9.1 million will be spent in FY 1995 (see page G-14) and $1.7 million will be spent in FY 1997 (see page G-43).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

SYSTEMWIDE	TUNNEL REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,840,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 360,000
Project Stage:	Construction	Total Funds Programme	$ 2,300,000

Description: These funds represent the FY 1996 expenditure for the cost of rehabilitating various MBTA tunnels. The total cost of this project is $7.2 million, of which: $2.7 million will be spent in FY 1995 (see page G-15) and $2.2 million will be spent in FY 1997 (see page G-49).

SYSTEMWIDE	NON-REVENUE EQUIPMENT	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 160,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 2,740,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,900,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing non-revenue equipment. The total cost of this project is $5.3 million, of which $2.3 million will be spent in FY 1995 (see page G-15).

GREEN LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 160,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 40,000
Project Stage:	Implementation	Total Funds Programmed:	$ 200,000

Description: These funds represent the FY 1996 expenditure for the cost of various Green Line accessibility improvements The total cost of this project is $1.1 million. The other $900,000 will be spent in FY 1995 (see page G-15).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

ORANGE LINE — **ACCESSIBILITY** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 5,200,000
State/Local Funds Programmed:	$ 5,500,000
Total Funds Programmed:	$10,700,000

Description: These funds represent the FY 1996 expenditure for the cost of various Orange Line accessibility improvements The total cost of this project is $36.2 million., of which: $2.4 million will be spent in FY 1995 (see page G-16). and $8.7 million will be spent in FY 1997 (see page G-50).

RED LINE — **ACCESSIBILITY** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 2,960,000
State/Local Funds Programmed:	$ 740,000
Total Funds Programmed:	$ 3,700,000

Description: These funds represent the FY 1996 expenditure for the cost of various Red Line accessibility improvements The total cost of this project is $10.6 million, of which: $100,000 will be spent in FY 1995 (see page G-16) and $2.1 million will be spent in FY 1997 (see page G-50).

COMMUTER RAIL — **ACCESSIBILITY** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 880,000
State/Local Funds Programmed:	$ 720,000
Total Funds Programmed:	$ 1,600,000

Description: These funds represent the FY 1996 expenditure for the cost of various Commuter Rail accessibility improvements The total cost of this project is $3.5 million, of which: $1.0 million will be spent in FY 1995 (see page G-16) and $100,000 will be spent in FY 1997 (see page G-45).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

BLUE LINE	MODERNIZATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$10,160,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$39,340,000
Project Stage:	Implementation	Total Funds Programmed:	$49,500,000

Description: These funds represent the FY 1996 expenditure for the cost of modernizing the blue line, including purchasing new Blue Line Cars. The total cost of this project is $466.8 million, of which: $47.2 million will be spent in FY 1995 (see page G-17) and $94.0 million will be spent in FY 1997 (see page G-50).

COMMUTER RAIL	SERVICE EXTENSION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 360,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 240,000
Project Stage:	Planning	Total Funds Programmed:	$ 600,000

Description: These funds represent the FY 1996 expenditure for the cost of planning for the extension of commuter rail service to New Bedford/Fall River. The total cost of this project is $1.3 million, of which: $300,000 will be spent in FY 1995 (see page G-10) and $400,000 will be spent in FY 1997 (see page G-51).

TRANSIT	CIRCUMFERENTIAL	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 400,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 100,000
Project Stage:	Implementation	Total Funds Programmed:	$ 500,000

Description: These funds represent the 1996 expenditure for the cost of implementing circumferential transit service. The total cost of this project is $1.4 million. The remaining $900,000 will be spent in FY 1997 (see page G-51).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (PROGRAMMED IN TIP)

BUS PROGRAM	PURCHASE VEHICLES	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$19,100,000

Description: These funds represent the FY 1996 expenditure for the cost of the purchase of 400 new buses. The total cost of this project is $102.0 million, of which: $51.5 million will be spent in FY 1995 (see page G-18) and $30.8 million will be spent in FY 1997 (see page G-52). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 4-16 of the TIP).

COMMUTER RAIL	BOSTON ENGINE TERMINAL	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$73,300,000

Description: These funds represent the FY 1996 expenditure for the cost of reconstructing the commuter rail maintenance facility. The total cost of this project is $278.0 million, of which: $25.6 million will be spent in FY 1995 (see page G-18) and $62.7 million will be spent in FY 1997 (see page G-52). A portion of the costs of this project will be funded with FTA Section 9 funds (see pages 4-15, 5-14, and 6-12 of the TIP).

COMMUTER RAIL	TRACK & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$ 9,600,000

Description: These funds represent the FY 1996 expenditure for the cost of improvements to the track and signals at the South Bay Facility. The total cost of this project is $56.6 million, of which: $3.3 million will be spent in FY 1995 (see page G-18)and $10.5 million will be spent in FY 1997 (see page G-52). A portion of the cost of this project will be funded with FTA Section 9 funds (see page 5-14 of the TIP).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1996

FEDERAL-AID (PROGRAMMED IN TIP)

COMMUTER RAIL	CANTON VIADUCT	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See Tip
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Construction	Total Funds Programmed:	$ 3,900,000

Description: These funds represent the FY 1996 expenditure for the cost of improvements to the Canton viaduct necessary to support high-speed-rail service. The total cost of this project is $7.7 million, of which: $300,000 will be spent in FY 1995 (see page G-19) and $3.0 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 50-14 of the TIP).

COMMUTER RAIL	OLD COLONY	TYPE: CLEAN AIR ACT OR C/AT MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Construction	Total Funds Programmed:	$156,300,000

Description: These funds represent the FY 1996 expenditure for the cost of restoring service on the Old Colony Commuter Rail Line. The total cost of this project is $480.0 million, of which: $110.8 million will be spent in FY 1995 (see page G-19) and $118.6 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with Federal-Aid (see pages 4-5, 4-7, 4-15, 5-4, 5-5, 5-13, 6-4, and 6-11 of the TIP).

TRANSIT	TRANSITWAY	TYPE: CLEAN AIR ACT OR C/AT MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Implementation	Total Funds Programmed:	$89,400,000

Description: These funds represent the FY 1996 expenditure for the cost of the development of a new transit link between South Station and the South Boston Piers area. The total cost of this project is $413.4 million, of which: $14.0 million will be spent in FY 1995 (see page G-19) and $100.6 million will be spent in FY 1997 (see page G-53). A portion of the costs of this project will be funded with FTA Section 3 funds (see pages 4-15, 5-14, and 6-11 of the TIP).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

BUS PROGRAM	BUS REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $16,700,000
Project Stage:	Implementation	Total Funds Programmed: $16,700,000

Description: These funds represent the FY 1997 expenditure for the rehabilitation of 580 buses. The total cost of this project is $57.5 million, of which: $5.6 million will be spent in FY 1995 (see page G-1) and $14.7 million will be spent in FY 1996 (see page G-20).

BUS PROGRAM	FACILITIES REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 3,400,000
Project Stage:	Implementation	Total Funds Programmed: $ 3,400,000

Description: These funds represent the FY 1997 expenditure for the rehabilitation of various bus facilities. The total cost of this project is $8.3 million, of which: $1.0 million will be spent in FY 1995 (see page G-1) and $2.9 million will be spent in FY 1996 (see page G-20).

RED LINE	FACILITY IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 2,000,000
Project Stage:	Construction	Total Funds Programmed: $ 2,000,000

Description: These funds represent the FY 1997 expenditure for the cost of performing various facility improvements. The total cost of this project is $11.8 million, of which: $5.5 million will be spent in FY 1995 (see page G-11) and $3.9 million will be spent in FY 1996 (see page G-22).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 19[illegible]

NON-FEDERAL-AID

RED LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,200,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,200,000

Description: These funds represent the FY 1997 expenditure for the cost of improvements to the track, power, signals, and communication systems of the Red Line. The total cost of this project is $47.0 million, of which: $2.2 million will be spent in FY 1995 (see page G-2) and $4.0 million will be spent in FY 1996 (see page G-31).

GREEN LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,000,000
Project Stage:	Construction	Total Funds Programmed:	$ 1,000,000

Description: These funds represent the FY 1997 expenditure for the cost of performing various station improvements. The total cost of this project is $19.4 million, of which: $2.8 million will be spent in FY 1995 (see page G-2) and $4.1 million will be spent in FY 1996 (see page G-22).

GREEN LINE	VEHICLE IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
[illegible]plementing Agency:	MBTA	State/Local Funds Programmed:	$22,500,000
Project Stage:	Implementation	Total Funds Programmed:	$22,500,000

Description: These funds represent the FY 1997 expenditure for th[illegible]t of improving various Green Line Cars. The total cost of this project is $33.3 million, of which: $3.0 million will be spent in FY 1995 (see page G-3) and $7.9 million will be spent in FY 1996 (see page G-22).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

ORANGE LINE	STATION IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 700,000
Project Stage:	Construction	Total Funds Programmed: $ 700,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing various station improvements. The total cost of this project is $1.6 million, of which: $100,000 will be spent in FY 1995 (see page G-4) and $400,000 will be spent in FY 1996 (see page G-23).

BLUE LINE	TRACK, POWER, BRIDGES	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 2,600,000
Project Stage:	Construction	Total Funds Programmed: $ 2,600,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing various improvements to the track, power system, and bridges of the Blue Line. The total cost of this project is $7.7 million, of which: $700,000 will be spent in FY 1995 (see page G-4) and $2.6 million will be spent in FY 1996 (see page G-24).

COMMUTER RAIL	VEHICLE PURCHASE	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $49,100,000
Project Stage:	Implementation	Total Funds Programmed: $49,100,000

Description: These funds represent the FY 1997 expenditure for the cost of purchasing new coaches and locomotives. The total cost of this project is $276.7 million, of which: $2.9 million will be spent in FY 1995 (see page G-5) and $19.5 million will be spent in FY 1996 (see page G-24).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

COMMUTER RAIL	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 4,700,000
Total Funds Programmed:	$ 4,700,000

Description: These funds represent the FY 1997 expenditure for the cost of rehabilitating commuter rail track, power, and signal systems. The total cost of this project is $39.1 million, of which: $16.5 million will be spent in FY 1995 (see page G-5) and $15.3 million will be spent in FY 1996 (see page G-24).

SYSTEMWIDE	FARE COLLECTION EQUIPMENT	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$26,500,000
Total Funds Programmed:	$26,500,000

Description: These funds represent the FY 1997 expenditure for the cost of purchasing new fare collection equipment for the subway lines. The total cost of this project is $100 million, of which: $5.3 million will be spent in FY 1995 (see page G-6) and $17.3 million will be spent in FY 1996 (see page G-25).

SYSTEMWIDE	BRIDGE PROGRAM	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 6,700,000
Total Funds Programmed:	$ 6,700,000

Description: These funds represent the FY 1997 expenditure for the cost of reconstructing various MBTA bridges. The total cost of this project is $23.1 million, of which: $2.2 million will be spent in FY 1995 (see page G-14) and $5.5 million in FY 1996 (see page G-25).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

SYSTEMWIDE	NOISE MITIGATION	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 2,000,000
Project Stage:	Implementation	Total Funds Programmed: $ 2,000,000

Description: These funds represent the FY 1997 expenditure for the cost of performing noise mitigation. The total cost of this project is $10.0 million, of which: $2.1 million will be spent in FY 1995 (see page G-6) and $2.0 million will be spent in FY 1996 (see page G-25).

SYSTEMWIDE	POWER & SIGNAL	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,700,000
Project Stage:	Implementation	Total Funds Programmed: $ 1,700,000

Description: These funds represent the FY 1997 expenditure for the cost of performing various power and signal improvements. The total cost of this project is $35.6 million, of which: $9.1 million will be spent in FY 1995 (see page G-14) and $10.0 million will be spent in FY 1996 (see page G-33).

SYSTEMWIDE	INFORMATION SYSTEMS	TYPE: INFRASTRUCTURE INVESTMENT
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 700,000
Project Stage:	Implementation	Total Funds Programmed: $ 700,000

Description: These funds represent the FY 1997 expenditure for the cost of upgrading the MBTA's information system. The total cost of this project is $36.1 million, of which: $4.2 million will be spent in FY 1995 (see page G-7) and $5.2 million will be spent in FY 1996 (see page G-26).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

SYSTEMWIDE	INTERAGENCY AGREEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 900,000
Project Stage:	Implementation	Total Funds Programmed:	$ 900,000

Description: These funds represent the FY 1997 expenditure for the cost of implementing various interagency agreements. The total cost of this project is $6.0 million, of which: $1.8 million will be spent in FY 1995 (see page G-7) and $1.1 million will be spent in FY 1996 (see page G-26).

SYSTEMWIDE	ENVIRONMENTAL REMEDIATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 1,200,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,200,000

Description: These funds represent the FY 1997 expenditure for the cost of performing environmental remediation . The total cost of this project is $3.3 million, of which: $300,000 will be spent in FY 1995 (see page G-7) and $1.8 million will be spent in FY 1996 (see page G-27).

SYSTEMWIDE	PLANNING & DEVELOPMENT	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 0
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 500,000
Project Stage:	Implementation	Total Funds Programmed:	$ 500,000

Description: These funds represent the FY 1997 expenditure for the cost of planning & development. The total cost of this project is $4.0 million, of which: $1.8 million will be spent in FY 1995 (see page G-8) and $700,000 will be spent in FY 1996 (see page G-27).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

SYSTEMWIDE — **PLANT IMPROVEMENTS** — **TYPE: INFRASTRUCTURE INVESTMENT**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 3,500,000
Total Funds Programmed:	$ 3,500,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing systemwide plant improvements. The total cost of this project is $22.4 million, of which: $8.3 million will be spent in FY 1995 (see page G-8) and $3.7 million will be spent in FY 1996 (see page G-27).

GREEN LINE — **PURCHASE OF LOW-FLOOR CARS** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$36,700,000
Total Funds Programmed:	$36,700,000

Description: These funds represent the FY 1997 expenditure for the cost of purchasing low-floor cars for use on the Green Line. The total cost of this project is $319.5 million, of which: $4.5 million will be spent in FY 1995 (see page G-8) and $16.4 million will be spent in FY 1996 (see page G-28).

COMMUTER RAIL — **ACCESSIBILITY** — **TYPE: ADA ACCESSIBILITY**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 100,000
Total Funds Programmed:	$ 100,000

Description: These funds represent the FY 1997 expenditure for the cost of various Commuter Rail accessibility improvements The total cost of this project is $3.5 million, of which: $1.0 million will be spent in FY 1995 (see page G-16) and $1.6 million will be spent in FY 1996 (see page G-35).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

PARATRANSIT	PURCHASE VEHICLES	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,400,000
Project Stage:	Implementation	Total Funds Programmed: $ 1,400,000

Description: These funds represent the FY 1996 expenditure for the cost of purchasing paratransit vans. The total cost of this project is $3.8 million, of which: $700,000 will be spent in FY 1995 (see page G-9) and $700,000 will be spent in FY 1996 (see page G-28).

SYSTEMWIDE	ADA KEY STATION PLANS	TYPE: ADA ACCESSIBILITY
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $10,000,000
Project Stage:	Implementation	Total Funds Programmed: $10,000,000

Description: These funds represent the FY 1997 expenditure for the cost of complying with ADA Key Station Plans. The total cost of this project is $211.3 million, of which: $ 4.5 million will be spent in FY 1995 (see page G-17) and $6.6 million will be spent in FY 1996 (see page G-29).

COMMUTER RAIL	SOUTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION
Recipient Agency:	MBTA	Federal Funds Programmed: $ 0
Implementing Agency:	MBTA	State/Local Funds Programmed: $ 1,100,000
Project Stage:	Construction	Total Funds Programmed: $ 1,100,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing the South Station Transportation Center. The total cost of this project is $107.5 million, of which: $30.6 million will be spent in FY 1995 (see page G-17) and $17.1 million will be spent in FY 1996 (see page G-29).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

NON-FEDERAL-AID

COMMUTER RAIL	SERVICE EXTENSION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$48,400,000
Total Funds Programmed:	$48,400,000

Description: These funds represent the FY 1997 expenditure for the cost of extending commuter rail service to Worcester. The total cost of this project is $80.0 million, of which: $4.8 million will be spent in FY 1995 (see page G-9) and $23.2 million will be spent in FY 1996 (see page G-29).

COMMUTER RAIL	NORTH STATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$32,100,000
Total Funds Programmed:	$32,100,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing improvements to North Station. The total cost of this project is $290.4 million, of which: $9.7 million will be spent in FY 1995 (see page G-10) and $14.9 million will be spent in FY 1996 (see page G-30).

TRANSIT	WASHINGTON ST.	TYPE: CLEAN AIR ACT OR CA/T MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	$ 0
State/Local Funds Programmed:	$ 9,000,000
Total Funds Programmed:	$ 9,000,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing replacement rapid transit service for Washington Street. The total cost of this project is $41.8 million, of which: $300,000 will be spent in FY 1995 (see page G-10) and $5.2 million will be spent in FY 1996 (see page G-30).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

GREEN LINE	TRACK, POWER & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 880,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,220,000
Project Stage:	Implementation	Total Funds Programmed:	$ 4,100,000

Description: These funds represent the FY 1997 expenditure for the cost of improvements to the track, power, signals, and communications system of the Green Line. The total cost of this project is $16.3 million, of which: $5.6 million will be spent in FY 1995 (see page G-12) and $5.7 million will be spent in FY 1996 (see page G-31).

GREEN LINE	TUNNEL VENT SHAFTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,104,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 596,000
Project Stage:	Implementation	Total Funds Programmed:	$ 1,700,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing tunnel vent shafts for the Green Line. The total cost of this project is $4.4 million, of which: $300,000 will be spent in FY 1995 (see page G-12) and $1.8 million will be spent in FY 1996 (see page G-32).

GREEN LINE	YARD IMPROVEMENTS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 150,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 50,000
Project Stage:	Construction	Total Funds Programmed:	$ 200,000

Description: These funds represent the FY 1997 expenditure for the cost of constructing various improvements to the Riverside Yard. The total cost of this project is $40.0 million, of which: $17.6 million will be spent in FY 1995 (see page G-12) and $3.1 million will be spent in FY 1996 (see page G-32).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

COMMUTER RAIL	VEHICLE REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 9,440,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 6,660,000
Project Stage:	Implementation	Total Funds Programmed:	$16,100,000

Description: These funds represent the FY 1997 expenditure for the cost of rehabilitating commuter rail vehicles. The total cost of this project is $69.5 million, of which: $1.1 million will be spent in FY 1995 (see page G-13) and $7.7 million will be spent in FY 1996 (see page G-32).

SYSTEMWIDE	FACILITY MODERNIZATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 5,120,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 3,080,000
Project Stage:	Construction	Total Funds Programmed:	$ 8,200,000

Description: These funds represent the FY 1997 expenditure for the cost of modernizing the Operations Control Center. The total cost of this project is $59.1 million, of which: $10.7 million will be spent in FY 1995 (see page G-14) and $13.3 million will be spent in FY 1996 (see page G-33).

SYSTEMWIDE	TUNNEL REHABILITATION	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,760,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 440,000
Project Stage:	Construction	Total Funds Programmed:	$ 2,200,000

Description: These funds represent the FY 1997 expenditure for the cost of rehabilitating various MBTA tunnels. The total cost of this project is $7.2 million, of which: $2.7 million will be spent in FY 1995 (see page G-15) and $2.3 million will be spent in FY 1996 (see page G-34).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

ORANGE LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,040,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 7,660,000
Project Stage:	Implementation	Total Funds Programmed:	$ 8,700,000

Description: These funds represent the FY 1997 expenditure for the cost of various Orange Line accessibility improvements The total cost of this project is $36.2 million., of which: $2.4 million will be spent in FY 1995 (see page G-16). and $10.7 million will be spent in FY 1996 (see page G-35).

RED LINE	ACCESSIBILITY	TYPE: ADA ACCESSIBILITY	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 1,680,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$ 420,000
Project Stage:	Implementation	Total Funds Programmed:	$ 2,100,000

Description: These funds represent the FY 1997 expenditure for the cost of various Red Line accessibility improvements The total cost of this project is $10.6 million, of which: $100,000 will be spent in FY 1995 (see page G-16) and $3.7 million will be spent in FY 1996 (see page G-35).

BLUE LINE	MODERNIZATION	TYPE: CLEAN AIR ACT OR CA/T MITIGATION	
Recipient Agency:	MBTA	Federal Funds Programmed:	$ 4,560,000
Implementing Agency:	MBTA	State/Local Funds Programmed:	$89,440,000
Project Stage:	Implementation	Total Funds Programmed:	$94,000,000

Description: These funds represent the FY 1997 expenditure for the cost of modernizing the blue line, including purchasing new Blue Line Cars. The total cost of this project is $466.8 million, of which: $47.2 million will be spent in FY 1995 (see page G-17) and $49.5 million will be spent in FY 1996 (see page G-36).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (CARRY-FORWARDS FROM PREVIOUS ALLOCATIONS)

COMMUTER RAIL — **SERVICE EXTENSION** — **TYPE: CLEAN AIR ACT OR CA/T MITIGATION**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Planning

Federal Funds Programmed:	$	320,000
State/Local Funds Programmed:	$	80,000
Total Funds Programmed:	$	400,000

Description: These funds represent the FY 1997 expenditure for the cost of planning for the extension of commuter rail service to New Bedford/Fall River. The total cost of this project is $1.3 million, of which: $300,000 will be spent in FY 1995 (see page G-10) and $600,000 will be spent in FY 1996 (see page G-36).

TRANSIT — **CIRCUMFERENTIAL** — **TYPE: CLEAN AIR ACT OR CA/T MITIGATION**

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	$	720,000
State/Local Funds Programmed:	$	180,000
Total Funds Programmed:	$	900,000

Description: These funds represent the 1996 expenditure for the cost of implementing circumferential transit service. The total cost of this project is $1.4 million. The other $500,000 will be spent in FY 1996 (see page G-36).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (PROGRAMMED IN TIP)

BUS PROGRAM	PURCHASE VEHICLES	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Implementation	Total Funds Programmed:	$30,800,000

Description: These funds represent the FY 1997 expenditure for the cost of the purchase of 400 new buses. The total cost of this project is $102.0 million, of which: $51.5 million will be spent in FY 1995 (see page G-18) and $19.1 million will be spent in FY 1996 (see page G-37). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 4-16 of the TIP).

COMMUTER RAIL	BOSTON ENGINE TERMINAL	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Implementation	Total Funds Programmed:	$62,700,000

Description: These funds represent the FY 1997 expenditure for the cost of reconstructing the commuter rail maintenance facility. The total cost of this project is $278.0 million, of which: $25.6 million will be spent in FY 1995 (see page G-18) and $73.3 million will be spent in FY 1996 (see page G-37). A portion of the costs of this project will be funded with FTA Section 9 funds (see pages 4-15, 5-14, and 6-12 of the TIP).

COMMUTER RAIL	TRACK & SIGNALS	TYPE: INFRASTRUCTURE INVESTMENT	
Recipient Agency:	MBTA	Federal Funds Programmed:	See TIP
Implementing Agency:	MBTA	State/Local Funds Programmed:	See TIP
Project Stage:	Construction	Total Funds Programmed:	$10,500,000

Description: These funds represent the FY 1997 expenditure for the cost of improvements to the track and signals at the South Bay Facility. The total cost of this project is $56.6 million, of which: $3.3 million will be spent in FY 1995 (see page G-18)and $9.6 million will be spent in FY 1996 (see page G-37). A portion of the cost of this project will be funded with FTA Section 9 funds (see page 5-14 of the TIP).

MBTA CAPITAL PROGRAM FOR FISCAL YEAR 1997

FEDERAL-AID (PROGRAMMED IN TIP)

COMMUTER RAIL	CANTON VIADUCT	TYPE: INFRASTRUCTURE INVESTMENT

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	See Tip
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$ 3,000,000

Description: These funds represent the FY 1997 expenditure for the cost of improvements to the Canton viaduct necessary to support high-speed-rail service. The total cost of this project is $7.7 million, of which: $300,000 will be spent in FY 1995 (see page G-19) and $3.9 million will be spent in FY 1996 (see page G-38). A portion of the costs of this project will be funded with FTA Section 9 funds (see page 50-14 of the TIP).

COMMUTER RAIL	OLD COLONY	TYPE: CLEAN AIR ACT OR C/AT MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Construction

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$118,600,000

Description: These funds represent the FY 1997 expenditure for the cost of restoring service on the Old Colony Commuter Rail Line. The total cost of this project is $480.0 million, of which: $110.8 million will be spent in FY 1995 (see page G-19) and $156.3 million will be spent in FY 1996 (see page G-38). A portion of the costs of this project will be funded with Federal-Aid (see pages 4-5, 4-7, 4-15, 5-4, 5-5, 5-13, 6-4, and 6-11 of the TIP).

TRANSIT	TRANSITWAY	TYPE: CLEAN AIR ACT OR C/AT MITIGATION

Recipient Agency: MBTA
Implementing Agency: MBTA
Project Stage: Implementation

Federal Funds Programmed:	See TIP
State/Local Funds Programmed:	See TIP
Total Funds Programmed:	$100,600,000

Description: These funds represent the FY 1997 expenditure for the cost of the development of a new transit link between South Station and the South Boston Piers area. The total cost of this project is $413.4 million, of which: $14.0 million will be spent in FY 1995 (see page G-19) and $89.4 million will be spent in FY 1996 (see page G-38). A portion of the costs of this project will be funded with FTA Section 3 funds (see pages 4-15, 5-14, and 6-11 of the TIP).

FY 1996 Supplemental List of Unfunded Projects

The following list of projects has been developed after extensive communication with MAPC community representatives and their consultants and MHD district offices. The list is defined as those projects that should be ready for advertising during FY 96 but are beyond the $175,000,000 available for Non-Central Artery/Tunnel projects in the MAPC region.

Any of these projects that are ready for advertising during FY 96 may be amended into the FY 96 TIP in accordance with procedures adopted by the MPO. These projects may also be used to substitute for any FY 96 TIP projects not ready for advertising during FY 96. Such substitution requires the approval of the SSC and MPO.

The total estimated cost of these projects is $139,976,572.

UNFUNDED

SUPPLEMENTAL PROJECTS AVAILABLE FOR FY 1996

Subject to Funding Availibility and MPO Amendment Procedures

ACTON — RTE. 2 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 2 from Route 111 to the Concord town-line.

Total Funds: $1,200,000

ACTON — RTE. 2, ACTON, BOXBOROUGH & LITTLETON — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface the Route 2 Ramps at Taylor Street, Route 27, Central Street, Newton Road in Littleton, and Littleton Road in Boxborough. Work for this project will also occur in Boxborough and Littleton.

Total Funds: $250,000

BOLTON — RTE.117 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description:

Total Funds: $320,000

BOSTON — AMERICAN LEGION HWY. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the American Legion Highway Bridge (B-16-217) over Route 203 (Morton Street).

Total Funds: $1,000,000

BOSTON — SUMMER ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the Summer Street Bridge (B-16-34) over the Reserve Channel.

Total Funds: $8,991,000

BOSTON REGION — RESURFACING PROJECTS, TO BE IDENITFIED — ID #: N/A

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface locally maintained, federal-aid eligible roads, to be identified.

Total Funds: $46,967,572

BROOKLINE — HARVARD ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Harvard Street from Coolidge Corner to the Boston city-line.

Total Funds: $1,000,000

UNFUNDED

SUPPLEMENTAL PROJECTS AVAILABLE FOR FY 1996

Subject to Funding Availibility and MPO Amendment Procedures

CAMBRIDGE — BINNEY ST.-WESTERN CONNECTOR — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Make various improvements to the intersection of Binney Street and the Western Connector.

Total Funds: $300,000

FRANKLIN — RTE. 140 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 140 from the Wrentham town-line to 500 feet from Lewis Road.

Total Funds: $600,000

MARBLEHEAD — GREEN ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Green Street and Elm Street & Mugford Street.

Total Funds: $150,000

MARBLEHEAD — LAFAYETTE ST.-MAPLE ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of LaFayette Street and Maple Street

Total Funds: $300,000

MARBLEHEAD — PLEASANT ST., PROJECT 1 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the signalization at the intersection of Pleasant Street and Maverick Street & Bubier Street.

Total Funds: $200,000

MARBLEHEAD — PLEASANT ST., PROJECT 2 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Impove the intersection of Pleasant Street and Village Street, Vine Street & Cross Street.

Total Funds: $350,000

MARLBOROUGH — FITCHBURG ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Fitchburg Street from the Hudson town-line to Berlin Road.

Total Funds: $200,000

MEDFIELD — SOUTH ST. EXT. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct the South Street Extension from the Norfolk town-line to Route 27.

Total Funds: $3,500,000

MEDFORD — COMMERCIAL ST./CORPORATION WAY — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Extend Commercial Street/Corporation Way from Revere Beach Parkway to the Malden city-line. Work for this project will also occur in Malden.

Total Funds: $10,000,000

NATICK — RTE. 9, NATICK TO WELLESLEY — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Make various improvements to Route 9 from 1500 feet west of Oak Street in Natick to 500 feet east of Woodside Street in Wellesley. Work for this project will also occur in Wellesley.

Total Funds: $600,000

NATICK — RTE. 9-OAK ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Improve the intersection of Route 9 and Oak Street.

Total Funds: $600,000

NEEDHAM — RTE. 135 (GREAT PLAIN AVE.) — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Route 135 (Great Plain Avenue) from Linden Street to the Wellesley town-line.

Total Funds: $900,000

NEWTON — AUBURN ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Auburn Street from Ash Street to Commonwealth Avenue, and perform related work.

Total Funds: $600,000

NEWTON — CENTRE ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Centre Street from Beacon Street to Washington Street, and perform related work.

Total Funds: $1,400,000

UNFUNDED

SUPPLEMENTAL PROJECTS AVAILABLE FOR FY 1996

Subject to Funding Availibility and MPO Amendment Procedures

NEWTON — CENTRE ST. PARK ST. & TREMONT ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct and landscape Commonwealth Avenue from Auburn Street to the West town-line. THINS PROJECT IS CURRENTLY PROGRAMMED IN THE TIP IN FY 1997.

Total Funds: $1,300,000

NEWTON — COMMONWEALTH AVE. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Centre Street, Park Street, and Tremont Street.

Total Funds: $1,000,000

NEWTON — WALNUT ST. — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct Walnut Street from Homer Street to Centre Street.

Total Funds: $1,260,000

READING — RTE. 129 — ID #: 600461

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 129 (Salem Street & Lowell Street) from Interstate 95 to Interstate 93, and construct sidewalks.

Total Funds: $1,500,000

READING — RTE. 28 — ID #: Pending

Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Construct sidewalks on Route 28 from Fairchild Drive to the North Reading town-line.

Total Funds: $68,000

SHERBORN — RTE. 27 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description:

Total Funds: $350,000

SOMERVILLE — RTE. 1-93 INTERCHANGE — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Imrpove the interchange of interstate 93 at Mystic Avenue and Route 128

Total Funds: $49,150,000

SOUTHBOROUGH — RTE. 30 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Resurface Route 30 from Route 85 to Central Street.

Total Funds: $120,000

WILMINGTON — RTE. 38 — ID #: 600455

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: Reconstruct and widen Route 38 from Wisser Avenue to Middlesex Avenue. THIS PROJECT IS CURRENTLY PROGRAMMED IN THE TIP IN FY 1997.

Total Funds: $1,200,000

WOBURN — INDUSTRIPLEX PARKING, PROJECT 1 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: This project is identifed in the Transportation Bond Bill.

Total Funds: $1,800,000

WOBURN — INDUSTRIPLEX PARKING, PROJECT 2 — ID #: Pending

Recipient/Sub-Recipient: MHD/Same
Project Stage: Construction
Description: This project is identifed in the Transportation Bond Bill.

Total Funds: $2,800,000